TORONTO OFFICIAL PLAN

TORONTO

NOTICE TO READERS OF THIS PLAN

This version of the Official Plan for the City of Toronto must be read in conjunction with the Order of the Ontario Municipal Board arising out of its June, 2006 prehearing conference and subsequent Orders which establish those portions of the Official Plan that are legally in effect or remain subject to further adjudication at the Board. The text of the Official Plan will indicate within which policies of a general nature remain under appeal only. Regard must be had to the actual O.M.B. Orders for the complete listing of site-specific or other policies approved with certain reservations.

OFFICE CONSOLIDATION NOTE
DECEMBER 2010

This copy of the Toronto Official Plan is a consolidation which has been prepared to provide users with a current copy of the new Official Plan policies in effect in the City of Toronto. This Official Plan copy incorporates the following:

1. all Policies approved by the Ontario Municipal Board up to the conclusion of the October 28, 2010 prehearing conference;

2. all Policies appealed to the Ontario Municipal Board for which a decision by the Ontario Municipal Board has not been determined; and

3. all Official Plan Amendments in effect as of December 2010 that are identified in the table on the following page.

For accurate reference, please consult the original Official Plan, the Minister's certificate page, and the Ontario Municipal Board Orders, as lodged in the office of the City Clerk of the City of Toronto.

NOTE

OFFICIAL PLAN AMENDMENTS
INCORPORATED IN OFFICE CONSOLIDATION, DECEMBER 2010

OPA NO.	LOCATION	CITY APPROVAL (BY-LAW)	OMB APPROVAL (ORDER)	CHANGE TO POLICY/MAP/SCHEDULE
1	Wilson Avenue 'Avenue' Study	1146-2007	n/a	Ch. 2: amend Map 3
3	4a Spadina Avenue, 100 Fort York Boulevard	1079-2006	n/a	Ch. 6, S. 19: amend Policy 10.2.2.1
4	15 York Street	725-2006	n/a	Ch. 6, S. 17: amend Policy 10.3.1; add Policy 10.3.8
6	Davenport Village	727-2006	n/a	Ch. 6: add S. 27 – Secondary Plan Secondary Plan
7	Torham Place	772-2006	n/a	Ch. 7: add Site & Area Specific Policy 276; and amend Map 33
8	1053-1061 The Queensway, 7-11/19-25/33-35/45 Zorra Street	746-2006	n/a	Amend Sched. 2; Ch. 7: amend Site & Area Specific Policy 6; and amend Map 26
9	4588 and 4600 Bathurst Street	1035-2006	n/a	Ch. 7: add Site & Area Specific Policy 286; and amend Map 27
10	Railway Lands West Secondary Plan	1072-2006	n/a	Ch. 6, S. 19: amend Maps 19-1 to 19-5 & amend street names in various policies
11	1561 and 1563 The Queensway, 76 Fordhouse Boulevard	1069-2006	n/a	Ch. 7: add Site & Area Specific Policy 287; and amend Map 26
12	65-67 Finch Avenue West	1057-2007	n/a	Ch. 6: S.22: add Policy 3.6.12 and amend Map 22-1
13	Dundas Street West, between Royal York Rd & Humber River	716-2006	n/a	Amend Sched. 2: add a road; Ch. 7: add Site & Area Specific Policy 277; and amend Map 25
14	35 Westmore Drive	1068-2006	n/a	Ch. 7: add Site & Area Specific Policy 288; and amend Map 24
15	6 Aldgate Avenue	1091-2006	n/a	Ch. 4: amend Map 15
16	508 Eastern Avenue	347-2007	n/a	Ch. 4: amend Map 18
17	53 Old Kingston Road	-	1194 (4/30/07)	Ch. 7: add Site & Area Specific Policy 275; and amend Maps 33 and 34
18	29-51 Florence Street	885-2006	n/a	Ch. 7: amend Site & Area Specific Policy 154; and amend Map 29
19	149 Front Street West and 7 Station Street	594-2007	n/a	Ch. 4, amend Map 18; and Ch. 6: S.17: amend S.10.3.2; add Policies S.3.7 and S.10.9; amend Maps 17-1, 17-2, 17-3, 17-4 and 17-5

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OPA NO.	LOCATION	CITY APPROVAL (BY-LAW)	OMB APPROVAL (ORDER)	CHANGE TO POLICY/MAP/SCHEDULE
20	480 Oriole Parkway	–	1049 (4/18/07)	Ch. 7: add Site & Area Specific Policy 280; and amend Map 28
21	All Lands in the City of Toronto	1038-2008	n/a	Ch.5: S. 5.5: amend Policy 5.5.1; add S.5.5.2; add new sidebars; amend S.5.6.2 and add Schedule 3
22	225, 227, 229, 233, 235, 237 and 239 Finch Avenue East	597-2008	n/a	Ch. 6: S.22: add Policy 3.6.13 and amend Map 22-1
26	20 Senlac Road	56-2011	June 20, 2008	Ch.7: add Site & Area Specific Policy 283 and amend Map 29
27	57 & 59 Elm Grove Avenue	1208-2009	n/a	Ch. 7: add Site & Area Specific Policy 284; and amend Map 29
28	962-968 Eastern Avenue	857-2007	n/a	Ch.7: add Site & Area Specific Policy 295; and amend Map 32
30	555 Rexdale Boulevard	863-2007	n/a	Ch.7: add Site & Area Specific Policy 296; amend Map 24; and amend Schedule 2
31	335 Lonsdale Road	821-2007	n/a	Ch.7: add Site & Area Specific Policy 297; and amend Map 28
32	701-703 Dovercourt Road	1275-2007	n/a	Ch.7: add Site & Area Specific Policy 298; and amend Maps 28 and 29
33	872-878 Sheppard Avenue West	1238-2007	n/a	Ch. 6: S. 23: add Policy 4.10 and amend Map 23-1
34	260 Brimley Road	114-2008	n/a	Ch.4: amend Map 20; and Ch.7: amend Site & Area Specific Policy 273; and amend Map 31
35	1 Clarendon Avenue	1211-2007	n/a	Ch.7: add Site & Area Specific Policy 299; and amend Map 28
36	395, 397, 399, 401, 403 and 405 Huron Street	1377-2007	n/a	Ch. 6: S.20: add Policy S.7.6; and amend Map 20-5
37	2 Ridelle Avenue	1156-2007	n/a	Ch.7: add Site & Area Specific Policy 301 and amend Map 28
38	Potential Heritage Conservation Districts	1118 - 2008	December 11, 2009 & April 13, 2010	Ch. 7: add Site & Area Specific Policy 305, and add Map 36
39	2055 Kennedy Road	1379-2007	n/a	Ch. 4: amend Map 19; Amend Schedule 2; and Ch. 6, S.1: amend S.3.1, S.6.5 and amend Maps 1-1 and 1-2

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OPA NO.	LOCATION	CITY APPROVAL (BY-LAW)	OMB APPROVAL (ORDER)	CHANGE TO POLICY/MAP/SCHEDULE
40	1066 Avenue Road	643-2008	September 23, 2008	Ch.6: S.21: add Site & Area Specific Policy 7.4 and amend Map 21-1
41	695-717 Sheppard Avenue West	210-2008	October 30, 2008	Ch.6: S.23: add Site & Area Specific Policy 4.11 and amend Map 23-1
42	Danforth Avenue Study	103-2008	December 30, 2008	Ch.7: delete and replace Site & Area Specific Policy 120; and amend Maps 31 and 32
43	Certain Lands south of St. Clair Avenue West between Runnymede and Scarlett Road	649-2008	n/a	Ch.7: add Site & Area Specific Policy 307; and amend Map 25
44	21 Old Mill Road and associated lands on the north side of Old Mill Road	1228-2009	n/a	Ch 2: amend: Map 2; Ch 4: amend Map 14; Ch 7: replace Site & Area Specific Policy 10; add Site & Area Specific Policy 309; and amend Map 25
45	50 St. Joseph Street	1022-2008	n/a	Ch. 4: amend Maps 17 and 18; Ch. 6, S. 20: amend Maps 20-1 and 20-5
46	114 Vaughan Road	361-2008	n/a	Ch.7: add Site & Area Specific Policy 308; and amend Map 28
47	258, 260 and 264 Sheppard Avenue West and 10 Senlac Road	62-2009	n/a	Ch.6: add Site & Area Specific Policy 4.3 and amend Map 29-1; Ch. 7: add Site & Area Specific Policy 312 and amend Map 29
48	50, 60 and 70 Town Centre Court	376-2008	n/a	Ch.6: S.5: add S.8.6 and amend Map 5-1
49	33 and 52 Sumach Street, 549 and 569 King Street East	n/a	November 5, 2008	Ch. 6: S.15: add 15.3 and amend Map 15-3
50	18, 22-24, 26, 28, 32 Holmes Avenue; 19, 21, 23, 27, 29, 31, 33 and 37 Olive Avenue	386-2008	n/a	Ch.6: S.8: add S.13.14 and amend Map 8-13
51	Lands generally bounded by O'Connor Drive, Northdale Boulevard and the former boundary of the Borough of East York	574-2008	n/a	Ch. 7: amend Site & Area Specific Policy 233

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OPA NO.	LOCATION	CITY APPROVAL (BY-LAW)	OMB APPROVAL (ORDER)	CHANGE TO POLICY/MAP/SCHEDULE
52	247(251) Ranee Avenue	504-2008	n/a	Ch. 4: amend Map 17
53	Certain lands on the block bounded by St. Clair Avenue East, Yonge Street, Heath Street East and Alvin Avenue	809-2008	July 21, 2009	Ch.4: amend Map 17; Ch. 6: S. 6: replace Policy 8.1
54	359-377 Roehampton Avenue	n/a	Feb. 3, 2010	Ch. 6: S.21: add Site & Area Specific Policy 7.5; and amend Map 21-1
55	21 Swanwick Avenue	813-2008	n/a	Ch.7: add Site & Area Specific Policy 315; and amend Map 32
57	Sheppard Avenue East between McCowan Road and Meadowvale Road	1010-2008	n/a	Ch. 2: amend Map 5
59	5170 Yonge Street	n/a	July 8, 2010	Ch. 6: S.8: replace Policy 12.8; amend Maps 8-3, 8-8c, 8-12 and , Figure 4.3.1
60	Etobicoke Centre Secondary Plan	1251-2008	n/a	Ch.6: delete S.3.11
61	Part of 55 Mill Street (390 Cherry Street)	4-2010 (OMB)	March 31, 2009	Ch. 6, S.15: amend Site & Area Specific Policy 1; amend Map 15-1 (Map 1of 3, Map 2 of 3 and Map 3 of 3); and amend Appendix 2
62	Lands fronting Oakwood Avenue, between Rogers Road and Vaughan Road	391 - 2009	n/a	Ch.7: add Site & Area Specific Policy 317; and amend Map 28
63	Yonge-Eglinton Secondary Plan Area	235 - 2009	March 2, 2010	Ch. 4: amend Map 17; amend Schedule 2; Ch. 6: S.21: amend Sections 2.9 and 4.1; replace Section 5; add Site & Area Specific Policy 6; and amend Map 21-1
64	Front Street Extension between Bathurst St. & F.G. Gardiner Expressway	67-2009	n/a	Amend Schedule 2
66	All lands in the City of Toronto	103-2009	April 9, 2010	Ch. 3: amend Sections 3.1.1, 3.1.2; Ch 5: amend Section 5.1.3
67	51 Grosvenor Street	245-2009	n/a	Ch. 7: add Site & Area Specific Policy 318; and amend Map 29
68	98 Index Road	128-2009	n/a	Ch.7: amend Site & Area Specific Policy 19

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OPA NO.	LOCATION	CITY APPROVAL (BY-LAW)	OMB APPROVAL (ORDER)	CHANGE TO POLICY/MAP/SCHEDULE
69	17, 19, 21 & 23 Kenaston Gardens	n/a	October 14, 2010	Ch. 6, S.9: amend Section 4.2.2; and Map 9-2
70	47-51 River Street	571-2009	n/a	Ch.7: amend Site & Area Specific Policy 258; and amend Map 29
73	169, 171, 173 & 177 Finch Avenue East	352-2010	n/a	Ch. 6, S.22: add Site & Area Specific Policy 3.6.16; and amend Map 22-1
74	2 Eastern Avenue & 90 Trinity Street	109-2010	n/a	Ch. 6, S.15: add Site & Area Specific Policy 15.4; and amend Map 15-3
75	2230 Lakeshore Boulevard West	500-2009	n/a	Ch.7: amend Site & Area Specific Policy 323; and amend Map 26
76	Lands bounded by York Street, Bremner Boulevard, Grand Trunk Crescent and Lake Shore Boulevard West	493-2009	n/a	Ch. 6: Section 17: replace Policy 10.3.1 and add Policy 10.3.9
77	Proposed new Roads, Etobicoke Centre	684-2009	n/a	Amend Schedule 1; Ch. 6: S.12: replace Policy 3.11.7; amend Policies 3.13.1 and Site & Area Specific Policy 4.4; amend Maps 12-2, 12-3 and 12-4, and add new Map 12-4
78	20 & 22 Marina Avenue	345-2010	n/a	Ch. 7: add Site & Area Specific Policy 337; and amend Map 26
79	Lands fronting Kingston Road, between Danforth Avenue & Midland Avenue	1223-2009	n/a	Amend Schedule 2; Ch. 7: add Site & Area Specific Policy 324; and amend Maps 31 and 32
81	510, 512 and 530 King Street	575-2009	n/a	Ch.6: S.15: add 5.15.5; and Map 15.3
83	Certain lands fronting Kingston Road, between Victoria Park Avenue & Danforth Avenue	221-2010	n/a	Ch. 4: amend Map 23; Ch 7: add Site & Area Specific Policy 325, and amend Maps 31 & 32
84	St. Clair Avenue Study (between Old Weston Rd. & Bathurst St.)	1102-2009 (OMB)	June 18, 2010	Ch 7: add Site & Area Specific Policy 326; and amend Map 28
85	New North-South connection between Eva Road and Civic Court	685-2009	Nov. 5, 2009	Amend Schedule 2
86	3201 – 3227 Eglinton Avenue East	738-2009	n/a	Amend Schedule 2; Ch 7: add Site & Area Specific Policy 328; and amend Map 34

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OPA NO.	LOCATION	CITY APPROVAL (BY-LAW)	OMB APPROVAL (ORDER)	CHANGE TO POLICY/MAP/SCHEDULE
87	740 Eglinton Avenue West	782-2010	n/a	Ch 7: add Site & Area Specific Policy 329; and amend Map 28
88	1181 Sheppard Avenue East	960-2009	n/a	Ch. 6, S.9: amend Policy 4.2.4; and amend Map 9-2
89	2175 Lakeshore Blvd West & lands north of Marine Parade Drive	348-2010	n/a	Ch. 4: amend Map 15; Ch. 6, S.11: add Site & Area Specific Policy 10.4; amend Maps 11-1, 11-2, 11-3, 11-4 and 11-5
90	North York Centre Secondary Plan	581-2009	n/a	Ch. 6: S.8: amend Policies 3.2 and 3.3; and amend Figure 3.3.1
91	4759 – 4789 Yonge Street	582-2009	n/a	Ch. 6: S.8: amend Site & Area Specific Policy 12.19; amend Figure 4.3.1; and amend Map 8-8d
95	All lands in the City of Toronto	1231-2009	n/a	Ch. 3: Section 3.5.3: add Policy 4
96	2123 Lake Shore Blvd and 68 Marine Parade Drive	655-2010	n/a	Ch. 6: S.11: amend Site & Area Specific Policy 10.1; and amend Map 11-2
98	Bloor Corridor Visioning Study	1260-2009	n/a	Ch. 4: amend Maps 17 and 18; Ch. 7: add Site & Area Specific Policy 334; and amend Maps 28 & 29
100	2238-2290 Dundas Street West & 105 Ritchie Avenue	1221-2009	n/a	Ch. 7; add Site & Area Specific Policy 335; and amend Maps 28 & 29
101	23, 25 & 27 Hobson Avenue	361-2010 (OMB)	October 6, 2009	Ch. 7: amend Site & Area Specific Policy 89
102	2157 Lake Shore Blvd West	337-2010	n/a	Ch. 6, S.11: add Site & Area Specific Policy 10.5; and amend Maps 11-1 and 11-2
104	York University Secondary Plan	1239-2009	n/a	Ch. 3: amend Map 9, Ch. 4: amend Map 16; amend Schedule 2; Ch. 6, S.10: delete and replace text and maps
105	Lands within the Douglas Greenbelt	106-2010	n/a	Ch. 4: amend Map 17
106	2143 & 2147 Lake Shore Blvd West	1136-2010	n/a	Ch. 6; S.11: add Site & Area Specific Policy 10.6; and amend Maps 11-1 and 11-2
107	2 O'Connor Drive and 2, 6 and 12 Fernwood Gardens	215-2010	n/a	Ch. 4: amend Maps 17 and 18; Ch. 7: add Site & Area Specific Policy 338; and amend Maps 28 and 29
110	2800 Bloor Street West	1159-2010	n/a	Ch. 7: add Site & Area Specific Policy 340; and amend Map 26

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OPA NO.	LOCATION	CITY APPROVAL (BY-LAW)	OMB APPROVAL (ORDER)	CHANGE TO POLICY/MAP/SCHEDULE
112	707, 709, 711, 715 and 717 Dovercourt Road	356-2010	n/a	Ch. 7: add Site & Area Specific Policy 341; and amend Maps 28 and 29
113	6500, 6510, 6520, 6530 & 6550 Lawrence Avenue East	326-2010	n/a	Ch. 2: amend Map 3; Ch. 7: add Site & Area Specific Policy 342; and amend Map 34
114	4759-4789 Yonge Street	594-2010	n/a	Ch 6, S.8: amend Site & Area Specific Policy 12.19; and amend Map 8-8d
115	275, 277, 279 Sheppard Ave. West	1023-2010	n/a	Ch. 6, S.29: add Site & Area Specific Policy 4.5; and amend Map 29-1
116	Yonge-Eglinton Secondary Plan	623-2010	n/a	Ch. 2: amend Section 2.2.2 and Map 2; Ch. 6: S.21: amend Sections 2.8, 2.9, 2.10, 4, 5, 6 and 7; and amend Map 21-1
117	2256-2270 Lawrence Ave West	997-2010	n/a	Ch. 7: add Site & Area Specific Policy 267; and amend Maps 24 & 25
118	169 and 175 Jones Avenue	839-2010	November 8, 2010	Ch.7:add Site & Area Specific Policy 343; and amend Map 32
119	Certain lands at the northeast corner of Eglinton Avenue East and Leslie Street	1101-2010	n/a	Ch. 7: amend Site & Area Specific Policy 265; and amend Map 31
120	4726-4750 Yonge Street, 9-31, 49 Bogert Avenue and 2-28 Poyntz Avenue	22-2011	n/a	Ch.6: Sec. 8: amend Site & Area Specific Policies 12.7 and 12.20; and amend Maps 12-8d and 8-12;
121	38 Abell Street	783-2010	n/a	Ch. 6: S.14: amend Site & Area Specific Policy 10.2; and amend the Area 2 Map
124	Certain lands in vicinity of the intersection of Highway 27 and Humber College Boulevard	26-2011	n/a	Ch.2: amend Map 5
125	30 Ordnance Street	590-2010	n/a	Ch. 6: S.14: amend Policy 8.1; delete Policies 9.2 and 9.3; add Site & Area Specific Policy 10.7; and amend Map 14-1
126	82 Buttonwood Avenue	1000-2010	n/a	Ch 7: add Site & Area Specific Policy 344; and amend Map 25
128	8304 Sheppard Avenue East	846-2010	n/a	Ch. 7: amend Site & Area Specific Policy 135
129	1973 Victoria Park Avenue	1076-2010	n/a	Ch. 4: amend Maps 19 and 20; Ch. 7: add Site & Area Specific Policy 346; and amend Maps 30 and 31

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OPA NO.	LOCATION	CITY APPROVAL (BY-LAW)	OMB APPROVAL (ORDER)	CHANGE TO POLICY/MAP/SCHEDULE
130	Finch Warden Revitalization Study Area	1055-2010	n/a	Ch. 7: add Site & Area Specific Policy 347; and amend Map 30
131	301 Front Street West and 280 Bremner Blvd.	862-2010	n/a	Ch. 6: S.17: amend Section 10.8 and Map 17-3; S.18: amend Sections 6.1, 6.2, 6.4 and 10.8; and amend Map 18-4
132	180 Shaw Street	1014-2010	n/a	Ch. 7: add Site & Area Specific Policy 348; and amend Map 29
133	15 Huntley Street	1035-2010	n/a	Ch. 7: add Site & Area Specific Policy 349; and amend Maps 28 and 29
134	8 and 10 Donalda Crescent	1002-2010	n/a	Ch. 4: amend Map 19
136	Emery Village Secondary Plan	1177-2010	n/a	Ch. 6, S.26: amend Sections 9.3 and 9.9; and amend Map 26-2
139	15, 17, 17R, 19, 21 and 27 Beverly Street	1037-2010	n/a	Ch. 7: add Site & Area Specific Policy 350; and amend Map 29
351	2900 Warden Avenue	1157-2010	n/a	Ch 7: add Site & Area Specific Policy 351; and amend Map 30

MODIFICATIONS TO THE OFFICIAL PLAN INCORPORATED IN OFFICE CONSOLIDATION, DECEMBER 2010

MODIFICATION NO.	LOCATION	APPROVED BY OMB	CHANGE TO POLICY/MAPS/SCHEDULE
112	Lands bounded by Eglinton Avenue East, Brentcliffe Road, Vanderhoof Avenue, Research Road and west of the West Don River Valley	November 2, 2007	Ch.7: amend Site & Area Specific Policy 142(b)
102	807 Midland Avenue	November 2, 2007	Ch. 7: add Site & Area Specific Policy 302; and amend Map 31
11	1900 Bayview Avenue	November 2, 2007	Ch. 4: amend Map 17
74	61, 65, 69 and 71 Churchill Avenue and 2-6 Basswood Road	November 2, 2007	Ch. 7: add Site & Area Specific Policy 292; and amend Map 27
101	280 and 282 Scarborough Golf Club Road	November 2, 2007	Ch. 7: add Site & Area Specific Policy 300; and amend Map 34
34	Area 4 – Inglis Lands and the Hanna Avenue Technology District	February 20, 2008	Ch. 6: S.14: amend S.10.4.2(a)
103	1-12 Oakburn Crescent and 14-40 Oakburn Place	February 20, 2008	Ch. 6: S.8: amend S.12.17(c) and S.12.17(h)
105	20 Gothic Avenue	February 20, 2008	Ch. 4: amend Maps 15 and 18
56	Scarborough Centre Secondary Plan	February 20, 2008	Ch. 2: amend Map 2; Ch. 4: amend Maps 19, 20, 22 and 23; Ch. 6: delete and replace S.5 in its entirety; Ch. 7: add Site & Area Specific Policy 310; and amend Map 30
106	North side of Ellesmere Road, east of Parkington Crescent	February 20, 2008	Ch. 4: amend Maps 19, 20, 22 and 23
100	70-200 Russell Hill Road	February 20, 2008	Ch. 7: add Site & Area Specific Policy 304; and amend Map 28
95	Lands bounded by Park Lawn Road, Lake Shore Boulevard West, Mimico Creek Valley and the Canadian National Railway (Park Lawn Block)	May 26, 2008	Ch. 2: amend Map 2; Ch. 4: amend Map 16; Ch. 7: add Site & Area Specific Policy 303; and amend Map 26
113	Etobicoke Centre Secondary Plan	May 26, 2008	Ch. 4: amend Maps 14 and 15; and Ch. 6: delete and replace S. 12 in its entirety

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MODIFICATION NO.	LOCATION	APPROVED BY OMB	CHANGE TO POLICY/MAPS/SCHEDULE
109	2425-2427 Bayview Avenue	May 26, 2008	Ch. 7: add Site & Area Specific Policy 314; and amend Maps 27 and 28
45	North York Centre Secondary Plan	May 26, 2008	Ch. 6: S.8: amend various policies: amend S.3, 4.6, 5.6, Appendix 1; and add Appendix 1A
52	Warden Woods Secondary Plan	May 26, 2008	Ch. 4: amend Maps 20 and 21; Ch. 6: add S.30 – Warden Woods Secondary Plan; Ch. 7: delete Site & Area Specific Policy 247; and amend Maps 31 and 32
42	77 Charles Street West	September 10, 2008	Ch. 6: S.20: amend Site & Area Specific Policy 4
110	800 Lansdowne Avenue	September 10, 2008	Ch. 4: amend Maps 17 and 18
54	430 Broadview Avenue, 548, 550-558 Gerrard Street East, and 14 St. Matthews Road	September 10, 2008	Ch. 2: amend Map 2; Ch. 4: amend Map 18; Ch. 7: add Site & area Specific Policy 306; and amend Map 29
50	2 and 20 Housey Street and 511 Bremner Boulevard (now 511 Fort York Boulevard)	December 2, 2008	Ch. 6: S.19: amend 10.2.2.1 and 11.15; and amend Maps 19-1, 19-2, 19-3, 19-4 and 19-5
44	15 Glen Morris Street	December 2, 2008	Ch. 6: S.20: add Site & Area Specific Policy 7; and amend Map 20-5
69	Fort York Neighbourhood Secondary Plan	July 28, 2008	Ch. 4: amend Map 18; Ch. 6: S.13: delete and replace text and maps
111	76 and 100 Davenport	April 30, 2009	Ch. 7: add Site & Area Specific Policy 319; and amend Map 28 and 29
58	1120-1132 Weston Road	November 6, 2009	Ch. 7: add Site & Area Specific Policy 320; and amend Map 25
59	2277, 2285 and 2295 Sheppard Avenue West, 100 Mainshep and 3035 Weston Road	July 8, 2010	Ch. 2: amend Map 2; Ch. 4: amend Map 13; Ch. 7: add Site & Area Specific Policy 330; and amend Map 24
65	100, 102, 110 and 125 Parkway Forrest Drive, 32-50, 65 and 80 Forest Manor Road, and 120 and 130 George Henry Boulevard	July 8, 2010	Ch 4: amend Map 19; Ch. 6: S.9: add Policy 4.2.8; and amend Maps 9-2 and 9-3

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107	53-67 Saulter Street	October 28, 2010	Ch. 7: amend Site & Area Specific Policy 153; and amend Map 29
114	Certain lands north of Sheppard Avenue East, east and west of Kenneth Avenue, 160 Greenfield Avenue, 150 and 163 Maplehurst Avenue, 120 and 166 Sheppard Avenue East	August 6, 2010	Ch. 6: S.8: amend Site & Area Specific Policy 12.1; add Site & Area Specific Policy 12. 28; amend Maps 8-6, 8-8c, 8-d and 8-12; Ch.6: S.29: add Site & Area Specific Policy 4.4; and amend Map 29-2; Ch. 7: add Site & Area Specific Policy 321; and amend Map 27
115	Carroll Street ROW	March 31, 2010	Ch. 7: amend Site & Area Specific Policy 265; and amend Map 29
116	555 Finch Avenue West	October 28, 2010	Ch. 4: amend Map 16; Ch 7: add Site & Area Specific Policy 333; and amend Map 27
118	3018-3020 Yonge Street	October 28, 2010	Ch. 7: amend Site & Area Specific Policy 176 and add Site & Area Specific Policy 353; and amend Maps 27 and 28

TORONTO OFFICIAL PLAN

Adopted by City Council November 2002

Approved, in part, with modifications by
the Ontario Municipal Board June 2006 and
further approved by the Board December 2010

GARY WRIGHT
Chief Planner and Executive Director
City Planning Division

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TORONTO City Planning

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The Official Plan is contained in three separate binders:

1. Chapters One through Five, Schedules 1, 2 and 3 and Maps 1 to 23

2. Chapter Six - Secondary Plans and Map 35

3. Chapter Seven - Site and Area Specific Policies and Maps 24 to 34, and Map 36

Note: The Chapters that are shaded in the Table of Contents are contained in this binder.

TORONTO

OFFICIAL PLAN

Chapter One
MAKING CHOICES

1. MAKING CHOICES

Toronto is a great city! It has evolved into a special place that people care about deeply. It is a wonderful city in which to live, offering a diversity and richness of urban life that nurtures creativity, entrepreneurial spirit and a concern for each other and for future generations. Together, these characteristics have shaped a city that attracts people from every corner of the world.

What kind of city will Toronto be in the 21st century?

This is an important question affecting us all. Toronto faces a complex and challenging future and the decisions we make today will shape the kind of city we will live in tomorrow.

This Official Plan is about making the right choices and shaping Toronto's collective future. The Plan is about getting the fundamentals right. It is about having a clear vision for the City - grounded in durable principles that assure a successful future.

Successful cities are key to a healthy future. They are the cities that will attract investment with their high quality of life. As Canada's largest city and Ontario's capital, Toronto's future prospects are of national and provincial significance.

Building a successful Toronto means that we have to make sustainable choices about how we grow. We have to see connections and understand the consequences of our choices. We have to integrate environmental, social and economic perspectives in our decision making. We have to meet the needs of today without compromising the ability of future generations to meet their needs.

There is no such thing as an isolated or purely local decision. Each of us make choices every day about where to live, work, play, shop and how to travel. They seem like small choices, but together and over time the consequences of these choices can affect everyone's quality of life. That's why planning matters.

Toronto will grow. Our choice is not whether we grow, but how well we grow. Making Toronto better should always come before making Toronto bigger, but we will get bigger.

This Plan sets its sights on building a consensus around change by painting a picture of the City's future. Building a future for Toronto does not mean changing everything. The Plan's land use designations covering about 75 per cent of the City's geographic area will strengthen the existing character of our neighbourhoods, ravines, valleys and our open space system. These areas are not expected to accommodate much growth, but they will mature and evolve. Most of the new growth over the next 30 years will occur in

Council's Strategic Plan and the Official Plan

The vision and goal statements in *Council's Strategic Plan* are the broadest expression of the type of city we envision for the future. The *Strategic Plan* embraces sustainability as a central concept. Sustainability is based on social equity and inclusion, environmental protection, good governance and city-building. The concept of sustainability helps us to broaden our vision by considering economic, environmental and social implications together, rather than using a single perspective. It encourages decision making that is long range, democratic, participatory and respectful of all stakeholders.

Sustainability means focusing on long term horizons (such as 30 years ahead) instead of the next fiscal year, or the next term of Council.

Sustainability is not a new concept and in the context of city-building is recognized in the *Planning Act*, which requires that Official Plans contain *"goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment"*. This Plan looks ahead 30 years through a sustainability lens and provides a framework for managing physical change that is needed for a successful City.

the land use designations covering the remaining 25 per cent of the City's geographic area. These are the areas of real opportunity where change can contribute to a better future and where we can realize the greatest social, environmental and economic benefits.

This Official Plan rests on strong foundations that can weather the test of time. It builds on the vision of those who have helped us travel from our early roots as a settlement on the shores of Lake Ontario to a vibrant and modern city. It is grounded in principles of:

- diversity and opportunity;
- beauty;
- connectivity; and
- leadership and stewardship.

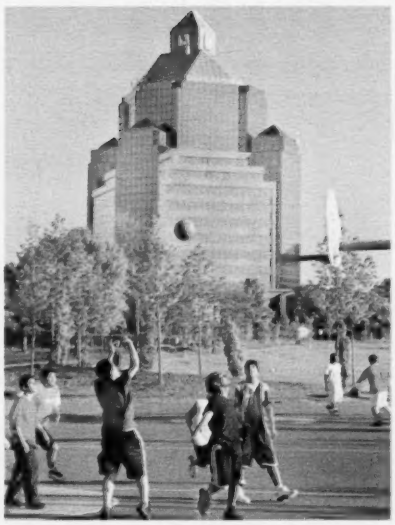
The vision of the Plan is about creating an attractive and safe city that evokes pride, passion and a sense of belonging - a city where people of all ages and abilities can enjoy a good quality of life. A city with:

- vibrant neighbourhoods that are part of complete communities;
- affordable housing choices that meet the needs of everyone throughout their life;
- attractive, tree-lined streets with shops and housing that are made for walking;
- a comprehensive and high quality affordable transit system that lets people move around the City quickly and conveniently;
- a strong and competitive economy with a vital downtown that creates and sustains well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- clean air, land and water;
- green spaces of all sizes and public squares that bring people together;
- a wealth of recreational opportunities that promote health and wellness;
- a spectacular waterfront that is healthy, diverse, public and beautiful;
- cultural facilities that celebrate the best of city living; and
- beautiful architecture and excellent urban design that astonish and inspire.

2. PRINCIPLES FOR A SUCCESSFUL TORONTO

This Plan is about the basics of successful city-building. Holistic and integrated thinking is a fundamental requirement for planning a modern city like Toronto. Integrated thinking means seeing, understanding and accounting for all the connections as we go about our decision making. Sometimes it means thinking differently

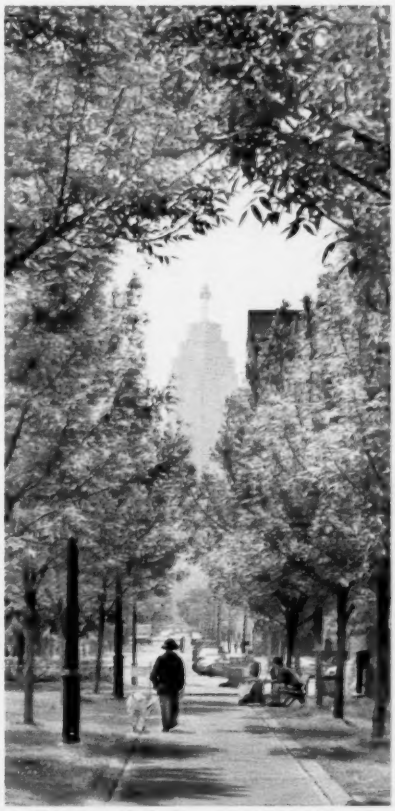
about solutions. Always it means searching for outcomes that demonstrate integration, balance and interdependence and that earn social, environmental and economic rewards.



A successful city is one with a competitive advantage over others locally, nationally and internationally. It has a quality of life that will attract and retain people who have capital, skills, knowledge, ingenuity and creativity. A successful city with an enviable quality of life is diverse, equitable and inclusive; it astonishes with its human-made and natural beauty; it thrives on making connections and it inspires great leadership and stewardship. Toronto has these attributes now. We will have to consolidate and build on these strengths as we grow. Success will come by seizing new opportunities based on these principles.

A City of Diversity and Opportunity

Toronto is an interesting and cohesive city that offers a dynamic mixture of opportunities for everyone to live, work, learn and play. As in nature, diversity is key to our social, cultural and economic life. Diversity is our strength because it means vibrancy, opportunity, inclusiveness and adaptability - it is a fundamental building block for success. To be successful, our future must also be diverse, inclusive and equitable. Our future is one where:



- housing choices are available for all people in their communities at all stages of their lives;
- ecological diversity is conserved and nurtured for future generations;
- multiculturalism is celebrated and cultural diversity supported;
- a variety of jobs is available to people with a range of education and abilities that creates and sustains well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- people have equitable access to a range of leisure and recreational opportunities;
- people with special needs are supported to live in their communities;
- public transit is universally accessible and buses and streetcars are an attractive choice for travel;
- diverse employment areas can adapt to changing economic trends and are poised to capture new business opportunities;
- well-being is measured by how well we provide for our children and the most disadvantaged among us;
- no person pays more than they can afford for shelter;
- educational opportunities are available for people of all means and abilities;
- children and youth find their surroundings safe, stimulating and inviting;
- the elderly can live comfortably and securely;
- people enjoy freedom of conscience and religion and opportunities for such enjoyment are supported;

- adequate amounts of safe, nutritious, culturally acceptable food are available to all; and
- communities are supported by equitable access to opportunities, resources and services.

A City of Beauty

All successful cities astonish with their human-made and natural beauty. People choose to live and businesses choose to invest in beautiful cities. People also want to live in cities that understand their past and push their creative limits. Toronto's future must be one where:

- nature is within easy reach throughout the City;
- the City's waterfront is a vital, healthy and beautiful asset;
- the arts and culture are actively promoted;
- public art graces streets and open spaces;
- heritage buildings and features are conserved, archaeological resources are protected and lost heritage is commemorated;
- the City's natural features are protected, enhanced and restored;
- quality and excellence are hallmarks in the design of public spaces and buildings;
- sidewalks are animated and attractive people places;
- significant public views and focal points are preserved; and
- the City is well maintained, with clean and beautiful green spaces, including community and rooftop gardens.

A City of Connections

A connected city recognizes that all aspects of our daily lives are linked and that we have to understand relationships and interdependencies to ensure future success. The choices we make about where we live, how we travel, where we work, shop and play all impact on and are affected by the choices of others. Everything is connected to everything in some way. Toronto's future is one where connections are understood and where:

- we meet the needs of today without compromising the ability of future generations to meet their needs;
- people understand the environmental, social and economic consequences of their individual choices;
- the City's natural features and watercourses are protected and regenerated, forming a vital and integral part of the urban landscape;
- a connected green space network links our parks and open spaces;
- there is a fast, convenient and high-quality transit system linking areas of housing and employment and also providing access to goods and services, health care, education and recreation;
- mixed use is seen as the best way to "move less";

- City services are delivered efficiently through a growth-supportive infrastructure system; and
- we each think globally and act locally.

A City of Leaders and Stewards

A city of leaders and stewards is fundamental to success. Leadership and stewardship in the successful city are not confined to elected officials, but include everyone, from the volunteer in a grassroots community organization to the CEOs of our largest corporation.

Implementation of this Plan needs the participation of all segments and sectors of the City. The City of Toronto cannot do it alone. We need leaders in the public and private sectors with the courage to take risks, develop proactive solutions and then follow through. Great leadership makes it safe to do the right thing – make the hard choices and reap the quality of life rewards. Toronto's future as a city of leaders and stewards is one where:

- individuals and communities actively participate in decisions affecting them;
- communities share responsibility, for their children and youth;
- innovative implementation solutions are embraced;
- everyone takes responsibility for the natural environment;
- the volunteer sector is thriving;
- people are inspired to become involved in affecting positive change;
- all levels of government recognize their mutual dependence and work together;
- people are engaged and invested in city living and civic life;
- the private sector marshals its resources to help implement public objectives;
- we are all advocates for a sustainable city-region; and
- the City's capital spending priorities support the growth strategies of this Plan.

3. IMPLEMENTING THE PLAN

This Plan is about the big picture. It spells out a clear direction for Toronto. It is the road map to our future, providing the basis for building a city-wide consensus around change. It is about vision and while the details of the Plan's implementation may vary from time to time, the vision and the core principles upon which it is based will remain constant.

Toronto is a big, complex and fully urbanized city. Its future is about re-urbanization and its continuing evolution will involve a myriad of situations and decisions. This Plan provides a general

Toronto's Food Charter

In May 2000 Council adopted a Food Charter with the objective of making Toronto a food secure City where a variety of healthy foods would be available to Torontonians at a reasonable cost and our food production capacity would be safeguarded. Access to food is carried into the Official Plan through references to reducing loss of foodlands to urban sprawl and the creation of community gardens.

guide but it cannot encompass or even imagine every circumstance. Further implementation plans and strategies dealing with important components of the City are needed to bring the Plan to life. These include: a municipal housing strategy, a transportation strategy, community service and facilities strategies, parkland and watercourse acquisition strategies, to name a few. Some areas of the City identified for growth will also need more detailed guidance than this Plan provides, in which case Secondary Plans, area studies and urban design parameters will be needed.

There are also important implementation linkages to be made outside of the Official Plan. Other City plans and strategies complement the Plan and will help to implement its city-building goals. *Council's Strategic Plan* is the broadest expression of the type of city envisioned by Council in the future, serving as a framework document to guide other major initiatives throughout the City. Other plans and strategies, such as the *Social Development Strategy*, the *Economic Development Strategy*, the *Environmental Plan*, the *Culture Plan*, the *Wet Weather Flow Management Master Plan*, the *Water Efficiency Plan*, a Public Art Master Plan, an *Archaeological Master Plan*, the *Food and Hunger Action Plan*, the *Cycling Master Plan*, a *Pedestrian Master Plan* and a *Tourism Strategy*, are a means to implement the vision in *Council's Strategic Plan*, but they are also vital to implementing this Official Plan. What is key is that all these plans and strategies inform and support one another and the vision for city-building set out in this Official Plan.

Social Development Strategy

Approved by Council in 2001, the *Social Development Strategy* outlines the City's social priorities and gives direction to its role in providing service and supporting communities. To improve and enhance the quality of life of people living and working in Toronto, the *Social Development Strategy* contains important directions for strengthening communities.

4. ORGANIZATION OF THE PLAN

The Plan is organized into seven chapters.

Chapter One articulates a vision for our future and outlines the principles for a successful city upon which the Plan is based.

Chapter Two sets out the urban structure of the City, develops the strategy for directing growth within the structure and sets out policies for the management of change, through the integration of land use and transportation.

Chapter Three contains policies to guide decision making based on the Plan's goals for the human, built, economic and natural environments.

Chapter Four contains the land use designations which apply across the City, which together with the land use maps implement the strategy for managing change set out in Chapters Two and Three.

Chapter Five sets out a general approach to implementing the Plan, including the policies to guide local planning in the City.

Chapter Six contains the Secondary Plans.

Chapter Seven contains site and area specific policies.

5. HOW TO READ THE PLAN

This is not a conventional Official Plan with individual, stand-alone chapters devoted to specific topics. In successful city-building, "everything is connected to everything" and so it is with the Plan. While the Plan is organized into various chapters, it is a comprehensive and cohesive whole.

The Plan consists of the policies, maps and schedules as indicated in Chapter Five under Interpretation of the Plan. The Plan also consists of non-policy textual commentary (unshaded text and sidebars) to make the Plan more accessible and to make the context and intent of the policies more readily understandable. The non-policy textual commentary is not to be afforded any independent status in interpreting the Plan and is to take on meaning only as an explanation of the policies, maps and schedules. The Plan is an integrated document. For any individual part to be properly understood, the Plan must be read as a whole.

TORONTO

OFFICIAL PLAN

Chapter Two
SHAPING THE CITY

2. SHAPING THE CITY

Toronto's future is one of growth, of rebuilding, of reurbanizing and of regenerating the City within an existing urban structure that is not easy to change.

Population growth is needed to support economic growth and social development within the City and to contribute to a better future for the Greater Toronto Area (GTA). A healthier Toronto will grow from a successful strategy to attract more residents and more jobs to the City.

The principles that follow for steering growth and change to some parts of the City, while protecting our neighbourhoods and green spaces from development pressures, are the first layer of a sound planning process for shaping the City's future. The integrated land use and transportation policies presented in this Chapter are key to achieving this objective.

Chapters Three and Four present additional policy directions that will guide our decision making. Together, these planning and development policies aim to: nurture our residential neighbourhoods, parks, ravines and natural areas; improve air, soil and water quality while growing our economy; and encourage redevelopment of the highest quality.

The success of this growth management strategy will be determined not only by the amount and location of population and employment growth, but also by the degree to which we have advanced Council's sustainability principles in shaping growth.

"... (the urban vision) must strike a balance between the requirements of the community, the economy and the environment. Compatibility between land use and transportation is central to that balance. Therefore, while transportation is a major part of an urban area vision, the urban vision is much broader."

A New Vision For Urban Transportation (1993) Transportation Association of Canada

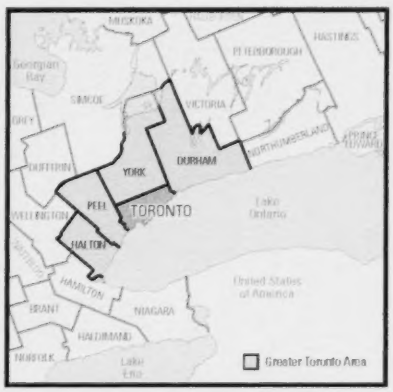


Figure1 Regional Context

2.1 BUILDING A MORE LIVEABLE URBAN REGION

Toronto cannot plan in isolation or expect to stand alone in dealing with the effects of urban growth. Our view of the quality of urban life tends to be based on the local conditions in our own neighbourhoods. These conditions are in turn affected by events happening in the larger region. The quality of the air, water, services and region-wide transport systems all affect the quality of life in our neighbourhood, where we work and where we play. The way in which growth and change are managed in Toronto must mesh with that of our neighbours because we are integrally linked in many ways:

- The competitive position of Toronto as a business location reflects the diversity and strength of the broader regional economy. In turn, the competitiveness of the GTA economy is shaped by the

Toronto's Growth Prospects

The Greater Toronto Area (shown on Figure 1) is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates to Toronto 20 per cent of the increase in population (537,000 additional residents) and 30 per cent of the employment growth (544,000 additional jobs). Over the past 30 years Toronto grew from 2 million to 2.5 million capturing 23 per cent of the GTA's population growth since 1971 while accommodating an estimated 35 per cent of GTA-wide employment growth. This Plan takes the current GTA forecast as a minimum expectation, especially in terms of population growth. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors.

CHAPTER TWO

Traffic congestion is a regional problem

unique functions found within the City. For example, linkages connect research and innovation activities within Toronto to production and distribution functions throughout the GTA.

- Traffic does not stop at our borders. The region's prosperity depends on an excellent integrated regional transportation system, featuring direct, transfer-free, inter-regional transit service, road and rail networks that move goods efficiently and excellent access to key locations in the regional economy, such as Pearson International Airport.
- Toronto is part of the larger biophysical region that is bordered to the north by the Oak Ridges Moraine, on the west by the Niagara Escarpment and to the south by Lake Ontario. The major watersheds found in this larger region connect Toronto ecologically to many other communities. Trunk water and wastewater lines also connect municipalities throughout the GTA.
- When planning for housing in Toronto, we must look to the needs of the whole region. We have to offer a broader choice of housing type, tenure and affordability, both within Toronto and beyond.
- With concentrations of new immigrants, post-secondary students and seniors, Toronto has a unique social profile within the GTA, in part due to the concentration of rental, particularly subsidized rental apartments and human services. We have to work with other municipalities to co-ordinate the delivery of human services across the GTA.
- Because Toronto has evolved as the focal point for specialized services for the whole region, in fields as diverse as education, health, culture, entertainment, tourism and retailing, the City will continue to play an important role in the life of all GTA residents.

Reurbanization – Better Growth Management

A co-ordinated approach to the redevelopment of land within the existing urban fabric to accommodate regional growth is known as reurbanization. By improving and making better use of existing urban infrastructure and services before introducing new ones on the urban fringe, reurbanization helps to reduce our demands on nature and improve the livability of the urban region by:

- reducing the pace at which the countryside is urbanized;
- preserving high quality agricultural lands to protect Toronto's food security;
- reducing our reliance on the private automobile;
- reducing greenhouse gas emissions; and
- reducing our consumption of non-renewable resources.

By shaping the urban fabric of the GTA into a system of mixed use centres and corridors linked by good transit service we will build better communities, strengthen economic conditions and improve air and water quality.

Policies

1. Toronto will work with neighbouring municipalities and the Province of Ontario to address mutual challenges and to develop a framework for dealing with growth across the GTA which:
   a) focuses urban growth into a pattern of compact centres and corridors connected by an integrated regional transportation system, featuring frequent, direct, transfer-free, inter-regional transit service;
   b) makes better use of existing urban infrastructure and services;
   c) results in better water quality through water conservation and wastewater and stormwater management based on watershed principles;
   d) reduces auto dependency and improves air quality;
   e) increases the efficiency and safety of the road and rail freight networks in the movement of goods and services;
   f) encourages GTA municipalities to provide a full range of housing types in terms of form, tenure and affordability, and particularly encourages the construction of rental housing in all communities;
   g) increases the supply of housing in mixed use environments to create greater opportunities for people to live and work locally;

h) recognizes Pearson International Airport as a major hub in the regional economy and improves access for passenger travel and air cargo for all GTA residents and businesses, including convenient transit access to Downtown Toronto;
i) recognizes the importance of Union Station as the major hub in the regional transit system;
j) improves the competitive position of the Toronto regional economy internationally and creates and sustains well-paid, stable, safe and fulfilling employment opportunities for all individuals; and
k) protects, enhances and restores the region's system of green spaces and natural heritage features, the natural ecosystem and the natural corridors that connect these features and protect the region's prime agricultural land.

2. Toronto will consult with adjacent municipalities when making decisions regarding matters of mutual interest such as shared transportation corridors and cross-boundary service provision.

3. Toronto should accommodate a minimum of 3 million residents and 1.835 million jobs by the year 2031.

Provide housing choice across the region

2.2 STRUCTURING GROWTH IN THE CITY: INTEGRATING LAND USE AND TRANSPORTATION

In keeping with the vision for a more liveable Greater Toronto Area, future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2: *Downtown*, including the *Central Waterfront*, the *Centres*, the *Avenues* and the *Employment Districts*. A vibrant mix of residential and employment growth is seen for the *Downtown* and the *Centres*. The mixed use *Avenues* will emphasize residential growth, while the *Employment Districts* will focus on job intensification.

On the other hand, the approach to managing change in Toronto's neighbourhoods and green space system, emphasizes maintenance and enhancement of assets.

The growth areas are knitted together by the City's transportation network, the viability of which is crucial to supporting the growing travel needs of residents and workers over the next 30 years. The key elements of the City's transportation network are:

The Three Lenses – A New Approach to Planning

The process of managing growth and change will be different in different parts of the City because some areas will have a greater or lesser capacity to accommodate growth. The scale of change will vary depending on the existing conditions of land use, infrastructure needs and opportunities for realizing reurbanization goals.

We can view Toronto's future through one of three different "lenses".

- Almost three-quarters of the City's land area is taken up by our residential neighbourhoods, watercourses, ravines and parks. These areas can expect to see little physical change.
- There are parts of the City which are ripe for major growth such as the *Centres*, the Port Lands and large vacant sites. Their unique situations require local plans.
- Other parts of the City present opportunities for a more gradual process of incremental change, such as the City's main shopping streets and certain institutional lands.

Union Station is a key transportation hub

- subway, LRT, streetcar and bus lines;
- the GO Transit rail network;
- expressways and major streets;
- railway corridors and railway yards;
- the city-wide bikeway network;
- a system of sidewalks, pathways and trails; and
- potential use of hydro corridors for transit facilities, bikeways and walkways.

The Plan protects the integrity of the City's transportation network and provides for its planned expansion through the designation of public rights-of-way and transit corridors as described in the maps and schedules and the policy on laneways. Furthermore, the Plan indicates sections of streets that are candidates for bus and streetcar priority measures.

Other transportation infrastructure improvements will be needed to support the City's growth, such as renovating Union Station to increase and upgrade its capacity for the users of this important transportation hub. A number of other changes related to alterations and additions to the street system and new and improved connections to local and regional transit services are detailed in Secondary Plans such as the *North York Centre* and the *Scarborough Centre* plans. The broad objective is to provide a wide range of sustainable transportation options that are seamlessly linked, safe, convenient, affordable and economically competitive. Within this context, the transportation infrastructure policies of the Plan are designed to address three prime areas of concern:

- the need to maintain the existing transportation system in a state of good repair;
- the need to make better use of the transportation capacity we already have, particularly by giving priority to streetcars and buses on City roads; and
- the need to protect for the incremental expansion of the rapid transit system as demand justifies and funding becomes available.

Service Foundations For Growth

Manage sewage and stormwater before they enter streams and the lake

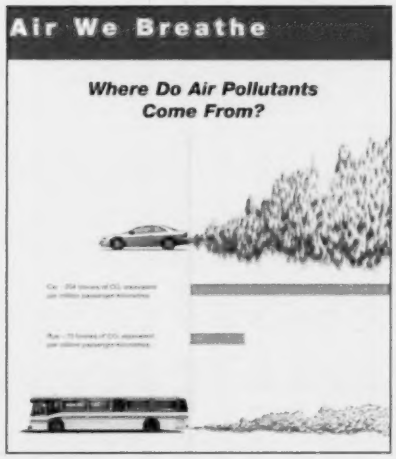
Other infrastructure is needed to provide clean water to everyone, to manage sewage and stormwater and treat it before it goes into the Lake. Water and wastewater services are important foundations for growth in the City, as well as for maintaining the quality of life in areas that will not see much growth. This may mean bigger pipes and treatment plants in some areas, but it is also important to use less water in our homes and businesses, to absorb rainwater where it falls and to use our streams and rivers more effectively to control flooding.

Policies

1. This Plan will create a better urban environment, a competitive local economy and a more socially cohesive city by attracting more people and jobs to targeted growth areas in the City that are supported by good transit services and other infrastructure.

2. Growth will be directed to the *Centres*, *Avenues*, *Employment Districts* and the *Downtown* as shown on Map 2 in order to:
   a) use municipal land, infrastructure and services efficiently;
   b) concentrate jobs and people in areas well served by surface transit and rapid transit stations;
   c) create assessment growth and contribute to the City's fiscal health;
   d) promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
   e) offer opportunities for people of all means to be affordably housed;
   f) facilitate social interaction, public safety and cultural and economic activity;
   g) improve air quality, energy efficiency and reduce greenhouse gas emissions;
   h) improve surface and groundwater quality and restore the hydrological function and habitat of streams, rivers, and wetlands; and
   i) protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

3. The City's transportation network will be maintained and developed to support the growth management objectives of this Plan by:
   a) protecting and developing the network of rights-of-way shown on Map 3 and Schedules 1 and 2 by:
      i) acquiring over time the additional property needed to achieve the designated width. The conveyance of land for widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
      ii) extending and altering the widths of pavement, sidewalk and other facilities as necessary within the designated rights-of-way; and
      iii) giving high priority to preventative and restorative maintenance and rehabilitation of the road (pavement and sidewalk) network;
   b) acquiring lands beyond the right-of-way widths shown on Map 3 and Schedule 1 to accommodate necessary features such as embankments, grade separations, additional pavement or sidewalk widths at intersections, transit facilities or to provide for necessary improvements in visibility in certain locations. The conveyance of land for such widenings may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
   c) acquiring over time lands to ensure that public lanes serving residential lands or parks and open space will be at least 5 metres wide and public lanes serving commercial, mixed commercial-residential, institutional or industrial lands on at least one side will be at least 6 metres wide. The conveyance of land to widen the lane to the standard width may be



More transit . . . less pollution

Move more people by giving streetcars and buses priority on City roads

Some arterial streets have plenty of room for streetcars

required for a nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;

d) assigning first priority for investment in transit to maintaining the existing system in a state of good repair to provide continued safe and comfortable service;
e) ensuring that streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for public utilities and services, building address, view corridors and sight lines;
f) implementing transit services in exclusive rights-of-way in the corridors identified on Map 4 as priorities are established, funding becomes available and the Environmental Assessment review processes are completed;
g) supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional passenger service; and
h) increasing transit priority throughout the City by giving buses and streetcars priority at signalized intersections and by introducing other priority measures on selected bus and streetcar routes, including those identified on Map 5, such as:
    i) reserved or dedicated lanes for buses and streetcars; and
    ii) limiting or removing on-street parking during part or all of the day.

4. The City's water, wastewater and stormwater management infrastructure will be maintained and developed to support the city-building objectives of this Plan by:

a) providing adequate facilities to support new development and maintaining the infrastructure in a state of good repair;
b) supporting, encouraging and implementing measures and activities which reduce water consumption, wastewater and stormwater flows and improve water quality, in accordance with best management practices developed by the City for this purpose; and
c) acquiring land or easements, where appropriate and where funds allow, to:
    i) keep ravines and watercourses in a natural state; or
    ii) implement other stormwater management improvements.

2.2.1 DOWNTOWN: THE HEART OF TORONTO

"Toronto is fortunate in having a large and relatively mixed population resident in its core area and a diversity of old and new neighbourhoods and old and new populations...

Perhaps the single best method of ensuring continued employment growth and renewal in the core is to ensure that the area is healthy and attractive as a social space, as a place for both living and working."

The Future of Downtown Toronto, June 2000

Toronto has only one downtown. It plays a vital role in our growth management strategy. A dynamic downtown is critical to the health of a city and to the region that surrounds it. Toronto's *Downtown* includes the *Central Waterfront* which offers unique opportunities for substantial employment and residential growth and which is guided by its own Secondary Plan. Map 6 shows the boundaries of *Downtown* Toronto and its *Financial District*.

Downtown, with its dramatic skyline, is Toronto's image to the world and to itself: comfortable, cosmopolitan, civil, urbane and diverse. It is the oldest, most dense and most complex part of the urban landscape, with a rich variety of building forms and activities.

It is the place where our history was born and where much of our future will be shaped.

Downtown Toronto is the most accessible business location in the GTA and it is not surprising that it is the largest employment centre in the regional economy. In addition to over 400,000 workers (in 2001), thousands of students, shoppers and tourists make their way into *Downtown* Toronto every day. The economic strength of *Downtown* arises not only from the largest concentration of office towers in the nation but also from the myriad of other activities located here:

- government offices;
- arts and cultural venues;
- entertainment activities and sporting events;
- destination and specialty retailing;
- lively restaurants and food markets featuring Toronto's diverse cuisines;
- major tourist attractions and convention facilities;
- concentration of print and broadcast media;
- higher education; and
- research and health services linked to the University of Toronto and the major hospitals.

The concentration, intensity and interaction among all these activities, the access to markets, connections to decision makers in business and government, the ability to easily walk around interesting and safe streets, all give rise to a synergy that fosters innovation, creativity and an atmosphere of success.

While we anticipate and want *Downtown* to accommodate growth, this growth will not be spread uniformly across the whole of *Downtown*. In fact, there are many residential communities *Downtown* that will not experience much physical change at all, nor should they. While the population mix within these communities will change over time, their physical setting will remain largely unchanged.

Other parts of *Downtown* will see development to house new residents and new jobs. Every home built within the *Downtown* area offsets the need for in-bound commuting each day. Mixed use is a key ingredient to the successful functioning of *Downtown* and by creating "accessibility through proximity", shows that moving less is clearly achievable.

The *Financial District* and the institutional complexes of government, higher learning and health services are the prime areas of job growth.

Typically, building heights and densities are greatest in the *Financial District*, tapering through the commercial and institutional districts to encompass low scale neighbourhoods and shopping streets that are also an important part of the *Downtown* environment.

"The City of Toronto, and particularly its Downtown, is the knowledge centre of the entire region. Through its universities and hospitals, Downtown Toronto has a core concentration of research infrastructure that coupled with its cultural, entertainment, housing and social services infrastructure, are fundamental to the new economy."

The Future of Downtown Toronto, June 2000

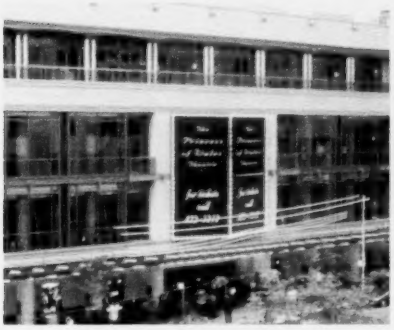
CHAPTER TWO

Toronto's *Financial District* is Canada's premier business office centre. This is where commercial activity is most intense with a concentration of large architecturally-significant landmark buildings. Jobs are concentrated in large office buildings tightly clustered within walking distance of Union Station and the *Downtown* subway stations. Opportunities exist to extend the *Financial District* south of the rail corridor, with the potential to significantly add to the supply of premier commercial office space.

Many of the jobs located *Downtown* are in government, education or health services, and most of these are located in *Institutional Areas* north of the *Financial District*. In addition to being the seat of government for the City and the Province, *Downtown* is home to large teaching hospitals and other health services that have a regional draw. Equally important are campuses of higher learning, including the University of Toronto, Ryerson Polytechnic University, George Brown College and the Ontario College of Art and Design.

There is also an important cluster of arts and culture activities concentrated *Downtown*. From establishments of national significance to small theatre, music and dance companies struggling to find production and rehearsal space and individual artists working out of live/work space, Toronto's *Downtown* helps to shape Canadian culture. The City needs to support the important economic contribution that is forged here.

Art and culture are key ingredients for a successful *Downtown*.



Many *Downtown* activities are interdependent. The most obvious way these activities are linked is through *Downtown* spaces: the streets, parks, plazas and special districts. This is where people experience *Downtown* life most directly. The key to successfully shaping *Downtown's* future is to foster linkages and to recognize the planning complexities of this area.

Well designed connections between the core of the City and the *Central Waterfront* are important to the vitality of *Downtown* as a great place to live and as an attractive and competitive business location. The renewed *Central Waterfront* will create new opportunities for business development and contribute in an important way to the image of *Downtown* and indeed, of the entire City. New neighbourhoods on the waterfront will provide homes for *Downtown* workers. New business ventures will draw support and strength from a healthy and prosperous *Downtown*.

Policies

1. *Downtown* will continue to evolve as a healthy and attractive place to live and work as new development that supports the reurbanization strategy and the goals for *Downtown* is attracted to the area. In particular, the *Downtown* policies of this Plan will shape the City's future by accommodating development that:

   a) builds on the strength of *Downtown* as the premier employment centre in the GTA;
   b) provides a full range of housing opportunities for *Downtown* workers and reduces the demand for in-bound commuting; and
   c) focuses on the *Financial District* as the prime location for the development of prestige commercial office buildings and landmark buildings that shape the skyline.

2. Investment in the *Downtown* environment on the part of the City, other levels of government and public/private partnerships will be sought to:

   a) maintain and improve the public realm, especially linkages among *Downtown* streets, parks, accessible open spaces and the water's edge;
   b) promote an environment of creativity and innovation for arts and culture;
   c) support and enhance the specialty retail and entertainment districts found *Downtown* as important regional and tourist destinations;
   d) maintain a high-quality business infrastructure *Downtown* including a stable and secure hydro-electric grid, communications networks and district heating and cooling distribution systems; and
   e) create and advance research and business development alliances among the health, education and biotechnology and biomedical sectors *Downtown*.

Living Downtown

Increasingly, *Downtown* is seen as an attractive place to live. New housing *Downtown* makes an important contribution to the economic health of the City. There is a great degree of social and economic diversity among the *Downtown* population, accompanied by a diversity of housing types, tenures and affordability. Different communities have different needs in terms of community services and support. Planning for *Downtown* community services and facilities cannot follow a broad city-wide template.

The fine grid pattern of *Downtown* streets and blocks and the density of development generally make it difficult to plan for the acquisition of new parkland. Opportunities to create better outdoor spaces throughout *Downtown* should be sought through the enhancement of existing parks and through agreements that give the public access to private outdoor space associated with commercial development as well as through the acquisition of new parks where feasible.

Downtown housing means less commuting

Downtown is where our history is richest, but it is also where we continue to rebuild to accommodate a growing economy and a changing society. Given that this is one place in Toronto where "change is constant", we must ensure that our built heritage is respected, nurtured and improved.

Policies

3. The quality of the *Downtown* will be improved by:
   a) developing programs and activities to maintain and upgrade public amenities and infrastructure;
   b) recognizing the high maintenance needs of streets, open spaces and City services in this heavy demand area;
   c) enhancing existing parks and acquiring new parkland where feasible; and
   d) preserving and strengthening the range and quality of the social, health, community services and local institutions located *Downtown*.

4. A full range of housing opportunities will be encouraged through:
   a) residential intensification in the *Mixed Use Areas* and *Regeneration Areas* of *Downtown*; and
   b) sensitive infill within *Downtown Neighbourhoods* and *Downtown Apartment Neighbourhoods*.

5. The architectural and cultural heritage of *Downtown* will be preserved by designating buildings, districts and open spaces with heritage significance and by working with owners to restore and maintain historic buildings.

6. Design guidelines specific to districts of historic or distinct character will be developed and applied to ensure new development respects the context of such districts in terms of the development's fit with existing streets, setbacks, heights and relationship to landmark buildings.

7. A campaign to improve *Downtown* over time and to achieve a healthy and competitive future will be pursued by setting priorities for local improvements.

Downtown Accessibility and Mobility

Economic success and accessibility go hand-in-hand. The key strength of *Downtown* is that many transportation routes converge here and most notably, it is the focus of both the regional (GO Transit) and local (TTC) transit systems. *Downtown* is the largest centre of economic activity in the nation. It is easily reached by public transit by the nation's largest labour market. Building housing along corridors with good transit access to the City's core is also important to the future of *Downtown*.

The large increase in *Downtown* activity and development over the past three decades has not been accompanied by any significant increase in road capacity. Instead, the growth in trips has been successfully handled by improvements to transit services and by an increase in *Downtown* housing that has put more people within walking and cycling distance of their place of work and other activities. Lower parking requirements in the *Downtown*, including maximum parking limits for new office development, have helped reinforce this pattern of trip growth. Policies favouring the expansion of transit over increases in road capacity and encouraging more mixed use development in the *Downtown* are key components of this Plan.

People who live and work *Downtown* can cycle to work.

Downtown streets, sidewalks and the connecting system of public spaces are not just links between activities but are also spaces to be enjoyed in their own right. The quality of the design, construction and maintenance of these parts of the public realm are vital to the image of *Downtown* and to creating an attractive district in which to walk and linger. The appeal of *Downtown* to pedestrians is an essential part of making the area more attractive and competitive.

The PATH system of underground walkways offers an alternative, especially in winter, for moving between the major office towers, City Hall and the Eaton Centre. It plays an important role in moving commuters from rapid transit stations to their workplace and is an attractive feature in the marketing of *Downtown* office space and in promoting tourism and the convention business.

Policies

8. Priority will be given to improving transit (TTC and GO) access to the *Downtown* while the expansion of automobile commuting and all-day parking will be discouraged.

9. Union Station will be refurbished and its passenger handling capacity expanded.

10. Priority will be given to surface transit vehicles on key *Downtown* streets, particularly those with streetcars.

11. A program of street improvements will be developed to enhance the pedestrian environment and measures undertaken to make it safer to walk and cycle in the *Downtown*.

12. The expansion of the underground pedestrian network (the PATH system) will be supported by encouraging new development to connect to the system.

CHAPTER TWO

2.2.2 CENTRES: VITAL MIXED USE COMMUNITIES

Hallmarks of the Centres:

Opportunities

Gathering places

Transit connections

Four key locations on the rapid transit system, shown as *Centres* on Map 2, play an important role in how we manage growth. The *Scarborough, North York, Etobicoke* and *Yonge-Eglinton Centres* are places with excellent transit accessibility where jobs, housing and services will be concentrated in dynamic mixed use settings with different levels of activity and intensity. These *Centres* are focal points for surface transit routes drawing people from across the City and from outlying suburbs to either jobs within the *Centres* or to a rapid transit connection.

Substantial past investment in transit and other infrastructure in these *Centres* has made it possible to accommodate economic growth. Good transit accessibility also makes the *Centres* attractive locations for developing a range of housing opportunities where people can live close to their work or easily get to their jobs by transit.

The potential of the *Centres* to support various levels of both commercial office job growth and residential growth outside of the *Downtown* is important. This Plan encourages creating concentrations of workers and residents at these locations, resulting in significant centres of economic activity accessible by transit.

Building a high quality public realm featuring public squares and parks, community gardens, public art, and a comfortable environment for pedestrians and cyclists, is essential to attract businesses, workers, residents and shoppers. Each *Centre* is different in terms of its local character, its demographics, its potential to grow and its scale. A Secondary Plan for each *Centre* will tailor an intense mix of urban activities to the individual circumstances of each location. These Secondary Plans will outline a growth strategy, show how transportation and other local amenities can be improved, specify variations in the mix of land uses and intensity of activities within each of the *Centres* and knit each *Centre* into the surrounding fabric of the City.

Etobicoke Centre is focused on two subway stations and as an inter-regional transit connection point can contribute to growth management objectives of the broader region. It takes in a range of urban conditions including commercial office buildings, high rise apartments, auto-oriented retailing and traditional main street shopping. It has significant development potential, particularly around its subway stations and the City's own Westwood Theatre lands. The delivery of municipal services to residents in the western part of the City could be improved by relocating municipal and other government functions there.

North York Centre, focused on three subway stations on its Yonge Street spine, is served by both the Yonge subway and the Sheppard

subway and is also a terminus for regional transit from communities to the north. It is a major concentration of commercial office space where businesses benefit from excellent transit service to the *Downtown* core as well as from good highway access. It should continue to grow as an important commercial office location. It should also continue to be a vibrant residential and cultural centre. A dedicated transit corridor should be established on Yonge Street north of Finch Station to facilitate the development of Yonge Street as an Avenue and to improve transit service for residents of York Region.

Scarborough Centre sits at the eastern end of the Scarborough RT line served by two stations with a third planned, and is the focal point of 13 surface TTC routes in the eastern part of Toronto. Improving the *Centre's* connectivity will be crucial to its success, particularly improving its regional gateway function, improving service on, and extending, the RT route and extending the Sheppard subway east providing a high-speed connection between the *Scarborough* and *North York Centres.* The residential community has grown substantially in recent years and will continue to grow in the near term. This *Centre* is a focal point for the communities in the eastern part of the City, with a regional mall and municipal and federal government services drawing residents and workers alike. Proximity to a large *Employment District* presents unique options for employment growth offering a mix of offices, housing, retailing and services. The *Centre's* woodlots and watercourses also offer the opportunity to weave nature into the urban fabric.

Yonge-Eglinton Centre is situated in midtown Toronto with a more central location in Toronto's transit network than the other *Centres.* The *Centre* is at the crossroads of the Yonge subway line and the future Eglinton Avenue Light Rapid Transit line, both of which bisect the City. This strategic location, and its short subway connections to both *Downtown* and the *North York Centre*, ensure that this *Centre* continues to develop as both an office centre and a desirable living area. Employment within the *Centre* is focussed at the intersection of Yonge Street and Eglinton Avenue and along Eglinton Avenue East. This *Centre* is still an important area of employment, highly accessible by transit to a large segment of Toronto's labour force. The residential population is found in older and more recent infill buildings throughout the *Apartment Neighbourhoods* east of Yonge Street, and newer condominium residences near the intersection of Yonge Street and Eglinton Avenue and along Eglinton Avenue East.

The *Yonge-Eglinton Centre* has potential for new development through: the infill and redevelopment of key sites near the Yonge-Eglinton intersection and along Eglinton Avenue East, mid-rise development on both Mount Pleasant Road south of Eglinton Avenue and Yonge Street north of Roehampton Avenue, and sensitive infill development within the *Apartment Neighbourhoods* designation. Through the development process, improvements will be made to the quality of the pedestrian realm, and new parks and open spaces will be created.

Hallmarks of the Centres:

Mixing uses

Policies

1 A priority for managing growth in the City is the establishment of vibrant transit-supportive mixed use *Centres*, shown on Map 2.

2. Each *Centre* will have a Secondary Plan that will:

   a) set out local goals and a development framework consistent with this Plan;
   b) establish policies for managing change and creating vibrant transit-based mixed use *Centres* tailored to the individual circumstances of each location, taking into account the *Centre's* relationship to *Downtown* and the rest of the City;
   c) create a positive climate for economic growth and commercial office development;
   d) support residential development with the aim of creating a quality living environment for a large resident population, including encouraging a full range of housing opportunities in terms of type, tenure, unit size and affordability;
   e) assess the adequacy of parks and open space within the *Centre* and develop a strategy for acquiring new and enhancing existing parkland through appropriate measures, including parkland dedication policies;
   f) assess the adequacy of existing community services, facilities and local institutions and establish a strategy for the timely provision of service and facility enhancements and new facilities to meet the needs of the growing population;
   g) support the use of existing public investment in transit and other municipal assets, and create strong pedestrian and cycling linkages to transit stations;
   h) identify future public investment in transit facilities, streets and other infrastructure, parks, community facilities and local amenities to support population and employment growth;
   i) set out the location, mix and intensity of land uses within the *Centre*;
   j) establish a high quality public realm featuring public squares, parks and public art;
   k) support the potential for growth within the *Centre* and protect adjacent *Neighbourhoods* from encroachment of larger scale development by:
      i) establishing firm boundaries for the development area;
      ii) ensuring an appropriate transition in scale and intensity of activity from within the *Centre* to surrounding *Neighbourhoods*; and
      iii) connecting the *Centre* with the surrounding City fabric through parks, trails, bikeways, roads and transit routes; and
   l) be accompanied by zoning to implement the Secondary Plan that will incorporate transit-supportive development guidelines and in particular, within convenient walking distance of an existing or planned rapid transit station, establish:
      i) minimum development densities as well as maximum development densities;
      ii) maximum and minimum parking standards;
      iii) restrictions on auto-oriented retailing and services; and
      iv) establish appropriate holding zones in those *Centres* where it has been demonstrated that full development build-out is dependent on the construction and extension of major roads, transit or other services.

2.2.3 AVENUES: REURBANIZING ARTERIAL CORRIDORS

The *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Such reurbanization is subject to the policies contained in this Plan, including in particular the neighbourhood protection policies.

Not all lands that fall within *Avenues* are designated for growth. These *Avenues* have been identified at a broad scale to help assess urban design, transit and service delivery issues. However, where a portion of an *Avenue* is designated as a neighbourhood, the neighbourhood protection policies of Chapter 4.1 will prevail to ensure that any new development respects and reinforces the general physical character of established neighbourhoods.

Each *Avenue* is different in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. There is no "one size fits all" program for reurbanizing the *Avenues*. A framework for change will be tailored to the situation of each *Avenue* through a local *Avenue* Study that will involve local residents, businesses and other stakeholders for each *Avenue*, or sections of longer *Avenues*. Each *Avenue* Study will contain a vision and an implementation plan to show:

- how the streetscape and pedestrian environment can be improved;
- where public open space can be created and existing parks improved;
- where trees should be planted; and
- how use of the road allowance can be optimized and transit service enhanced.

These changes to benefit new and established community residents may be gradually implemented as funding and opportunities present themselves and development proceeds.

The *Avenues* will be transformed incrementally. They will change building-by-building over a number of years. The framework for new development on each *Avenue* will be established by a new zoning by-law and design guidelines created in consultation with the local community. The zoning by-law will set out the mix of uses, heights, densities, setbacks and other zoning standards.

The growth and redevelopment of the *Avenues* should be supported by high quality transit services, including priority measures for buses and streetcars, combined with urban design and traffic engineering practices that promote a street that is safe, comfortable and attractive for pedestrians and cyclists.

The grid of Toronto's early concession roads is one of the most important legacies of the original settlement of Toronto. These roads were Toronto's first real plan, and continue to define Toronto's main arteries of movement, drawing together disparate parts of the City and linking us with the larger region. They have provided the City with the ability to put in place a comprehensive network of bus and streetcar lines which will be key to meeting the goal of reducing our reliance on the automobile. The opportunities for reurbanization through the *Avenues* are greatest in the post-war city: areas that were urbanized for the first time during the 1950s, 1960s and 1970s. Achieving appropriate, high quality development on the *Avenues* that significantly increases the range of housing choices in the City is one of the key challenges of this Official Plan.

From car lots to housing: reurbanizing the *Avenues*

The *Avenues* are corridors of opportunity

CHAPTER TWO

Retailing and housing – together on the *Avenues*

Avenue Studies and Development Applications

Avenue Studies will involve extensive public and stakeholder consultation in order to determine the appropriate scale and intensity of development to be reflected in the zoning for the *Mixed Use Areas* along the *Avenues*. In the course of an *Avenue* Study there will be a comprehensive assessment of local conditions, including: the detailed pattern of land use and urban design; built densities; transit; roads; parking; public utilities; quality of streetscape; character and viability of commercial activities; adequacy of parks, open space and recreational facilities; natural features and conservation opportunities; local heritage resources; unique local natural or built features; and the physical character of adjacent *Neighbourhoods* and *Apartment Neighbourhoods*. Development can proceed where zoning is in place to permit it, but where zoning is not in place and/or the *Avenue* Study is not yet completed, development applications may be received and under the *Planning Act* will have to be considered. If this occurs, the process for considering an Application will be similar to the process for the *Avenue* Study since it will involve a rezoning. Any rezoning application involves community consultation and rights of appeal. Also, and significantly, the Plan calls for any application to be evaluated against the *Avenue* criteria, the detailed performance criteria on pages 4-10 to 4-11 that apply to lands in *Mixed Use Areas*, and the Urban Design policies on pages 3-5 to 3-7, among others. In order to respond to all these performance criteria, the process for evaluating the application will require that a broader area context be examined, and not just the specific application site. The result will be a process that mirrors that for the *Avenue* Study.

Not all of the *Avenues* can be studied at once, and some, which function well and already have appropriate zoning in place, may not need further study at all. Some of the *Avenues* already serve as "main streets" that are focal points for the local community with attractive and bustling sidewalks. These traditional "main street" *Avenues* already have zoning in place to guide mixed use development in a way that fits with the neighbourhood, and will be a low priority for *Avenue* reurbanization studies. Ultimately, all *Avenues* should perform this "main street" role and become meeting places for local neighbours and the wider community. *Avenues* that are characterized by one or two storey commercial buildings, vacant and underutilized lands and large areas of surface parking will be the priorities for future *Avenue* Studies.

Policies

1. Reurbanizing the *Avenues* will be achieved through the preparation of *Avenue* Studies for strategic mixed use segments of the corridors shown on Map 2.

2. To facilitate and shape growth, each *Avenue* Study will engage local residents, businesses, the TTC and other local stakeholders and will set out:
   a) investments in community improvements by public agencies or public/private partnerships that are needed to support city living and make the area attractive for residents and businesses including:
      i) streetscape improvements;
      ii) transportation improvements such as transit priority measures, improved connections to rapid transit stations, bikeways and walkways;
      iii) parks and open space, community and rooftop gardens and community services and facilities; and
      iv) upgraded water or sewer infrastructure;
   b) contextually appropriate as-of-right zoning and other regulations designed to achieve high quality development along the *Avenue* which establishes:
      i) permitted uses and maximum density and height limits;
      ii) appropriate massing, scale, siting and organization of buildings;
      iii) appropriate scale transitions to adjacent areas;
      iv) restrictions on parking at-grade and driveways in front of buildings; and
      v) transit-supportive measures such as:
         (1) minimum development densities;
         (2) maximum and minimum parking standards; and
         (3) restrictions on auto-oriented retailing and services.

3. a) Development may be permitted on the *Avenues* prior to an *Avenue* Study and will be considered on the basis of all of the policies of this Plan. Development on the *Avenues* prior to an *Avenue* Study will implement the policies of the Plan for the relevant designation area(s).

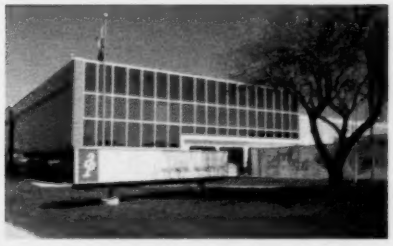
b) Development in *Mixed Use Areas* on *Avenues*, prior to an *Avenue* Study has the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. In addition to the policies of the Plan for *Mixed Use Areas*, proponents of such proposals will also address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located. This review will:
   i) include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
   ii) consider whether incremental development of the entire *Avenue* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods* or *Apartment Neighbourhoods*;
   iii) consider whether the proposed development is supportable by available infrastructure; and
   iv) be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed development.

   Development requiring a rezoning will not be allowed to proceed prior to completion of an *Avenue* Study unless the review demonstrates to Council's satisfaction that subsequent development of the entire *Avenue* segment will have no adverse impacts within the context and parameters of the review.

c) In addition to satisfying all other policies of this Plan, including in particular the neighbourhood protection policies, development in *Mixed Use Areas* on an *Avenue* that precedes the completion of an *Avenue* Study will:
   i) support and promote the use of transit;
   ii) contribute to the creation of a range of housing options in the community;
   iii) contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
   iv) provide universal physical access to all publicly accessible spaces and buildings;
   v) conserve heritage properties;
   vi) be served by adequate parks, community services, water and sewers, and transportation facilities;
   vii) be encouraged to incorporate environmentally sustainable building design and construction practices that:
      (1) reduce stormwater flows;
      (2) reduce the use of water;
      (3) reduce waste and promote recycling;
      (4) use renewable energy systems and energy efficient technologies; and
      (5) create innovative green spaces such as green roofs and designs that reduce the urban heat island effect.

4. The land use designation policies in Chapter Four of this Plan apply to and prevail on lands broadly shown on Map 2 as *Avenues*. Where a portion of an *Avenue* as shown on Map 2 is designated *Neighbourhoods*, or *Parks and Open Space Areas* the policies of Chapter Four will prevail to ensure

One piece at a time – transforming the *Avenues*



that any new development respects and reinforces the general physical character of established neighbourhoods, and that parks and open spaces are protected and enhanced.

2.2.4 EMPLOYMENT DISTRICTS: SUPPORTING BUSINESS AND EMPLOYMENT GROWTH

The *Employment Districts* play an important role in the Plan's growth management strategy. They are large districts comprised exclusively of lands where the *Employment Areas* land use designation applies. These lands can accommodate substantial growth in jobs and meet the needs of some of the key economic clusters that are the focus of the City's *Economic Development Strategy.*

Most of these districts are characterized by manufacturing, warehousing and product assembly activities, while some are exclusively commercial office parks. As large *Employment Districts*, they will be protected from the encroachment of non-economic functions. Some districts may need to become the focus of marketing and infrastructure investment to make them more competitive in the regional economy.

The *Employment Districts* will be improved for economic purposes in order to:

- ensure a stable environment for investment;
- maintain and grow the City's tax base;
- offer suitable locations for a variety of employment uses, including those that require separation and/or buffering; and
- nurture key clusters of producers, suppliers, customers and services that benefit from these strategic locations and ensure a supply of accessible locations for firms that are part of region-wide clusters.

In the *Employment Districts*, the needs of business will take priority in city-building decisions. The Plan will provide a climate of stability and certainty in which businesses can make major investments. The lands and buildings in the *Employment Districts* are important economic assets for new and expanding businesses. Once lands are lost to economic activity through, for example, conversion to residential use, it is almost impossible to return them to commercial or industrial uses.

The Zoning By-law will help organize the location of specific business activities within these *Employment Districts* by recognizing the varying impacts that businesses can have on one another and on adjacent non-employment areas.

In addition to zoning by-law and Official Plan protection, investment and international marketing is required to enhance the competitive position of the *Employment Districts* in the regional economy. Where key infrastructure is outdated, or lacking altogether, new approaches, such as public-private partnerships, might be needed to improve the foundation for growth. The City will also work with area businesses to market *Employment Districts* and to develop and establish revitalization programs.

Good transit service to *Employment Districts* is necessary for Toronto residents to take advantage of the economic opportunity they offer and to give workers an alternative to the automobile for their daily commute. Beyond improving public transit service to *Employment Districts*, accessibility for workers can also be improved by establishing travel demand management (TDM) programs, such as car-pooling, within the workplace. A broad group of employers could come together to create a Transportation Management Association (TMA) as a means of implementing TDM measures within a larger district. Establishing TMA's will make Toronto's *Employment Districts* more competitive through better access to the labour pool for employers, less congestion and better accessibility to job opportunities for Toronto's workers.

The Black Creek Regional Transportation Management Association (BCRTMA) is a non-profit association of employers and other partners working to reduce congestion and air pollution in the Black Creek district (between Weston Road and Dufferin Street north of Highway 401). The mission of the BCRTMA is to work with the public and private sectors to improve mobility and to establish sustainable transportation options within this district.

Services offered by the BCRTMA include:

- proactive ride matching to help commuters find a shared ride;
- van pooling for commuters with limited transit options;
- a guaranteed ride home program to ensure that employees who take transit, bike, walk or use a carpool to get to work can get home in an emergency;
- consulting expertise on parking management, carpooling, transit and cycling improvements and trip reduction;
- education of employees and students on transportation issues through materials and special events; and
- advocacy for better transportation throughout the service area.

Policies

1. *Employment Districts* shown on Map 2 will be protected and promoted exclusively for economic activity in order to:
   a) maintain and grow the City's tax base;
   b) attract new and expand existing employment clusters that are key to Toronto's competitive advantage;
   c) develop quality *Employment Districts* that are globally competitive locations for national and international business and offer a wide choice of sites for new business;
   d) nurture Toronto's diverse economic base;
   e) provide a good overall balance between population and employment growth by creating job opportunities for Toronto residents;
   f) provide a range of employment opportunities for Toronto residents that can be reached by means other than the private automobile; and
   g) create and sustain well-paid, stable, safe and fulfilling employment opportunities for all Torontonians.

2. *Employment Districts* will be enhanced to ensure they are attractive and function well, through actions such as:
   a) permitting a broad array of economic activity that encourages existing businesses to branch out into new areas of activity and facilitates firms with functional linkages to locate in close proximity to one another;
   b) investing in key infrastructure, or facilitating investment through special tools, programs or partnerships, in order to:
      i) revitalize *Employment Districts* which may be experiencing decline because of vacancies and closures, absence of key physical

infrastructure, poor accessibility, or poor environmental conditions;
ii) promote the distinctive character or specialized function of a *District* to attract firms within a particular targeted cluster of economic activity;
iii) facilitate the development of vacant lands; and
iv) create comfortable streets, parks and open spaces for workers and landscaped streetscapes to attract new business ventures; and

c) encouraging and supporting business associations that promote and provide a business voice for the *District*.

3. Transit use will be encouraged in *Employment Districts* through investing in improved levels of service, by encouraging new economic development to take place in a form and density that supports transit and by encouraging travel demand management measures.

4. Measures will be introduced and standards applied on roads within *Employment Districts* that give priority to the movement of transit vehicles and trucks.

5. Walking and cycling will be encouraged by creating safer and more attractive conditions in *Employment Districts*.

6. Development adjacent to or nearby *Employment Districts* will be appropriately designed, buffered and/or separated from industries as necessary to mitigate adverse effects from noise, vibration, traffic, odour and other contaminants, and to promote safety and security.

2.3 STABLE BUT NOT STATIC: ENHANCING OUR NEIGHBOURHOODS AND GREEN SPACES

Fully three-quarters of the City's land area is devoted to neighbourhoods, parks, ravines, watercourses and valleys. Unlike the *Downtown*, the *Centres, Avenues* and *Employment Districts*, these stable areas will see little physical change. The variety and quality of our residential communities and our green spaces are key factors that attract people from around the world to make Toronto their home and place of business.

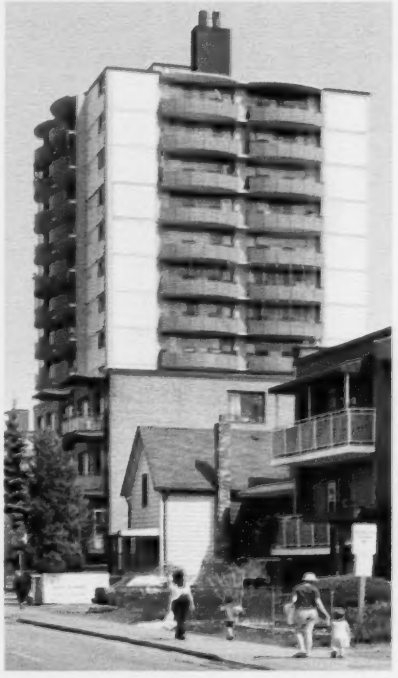
2.3.1 HEALTHY NEIGHBOURHOODS

The diversity of Toronto's neighbourhoods, in terms of scale, amenities, local culture, retail services and demographic make-up, offers a choice of communities to match every stage of life. Our neighbourhoods are where we connect with people to develop a

common sense of community. They are also an important asset in attracting new business to the City and new workers for growing businesses. Whether these neighbourhoods are low scale or predominantly apartments, the goals found here apply equally to all neighbourhoods and are to be considered in concert with the policies found in Chapter Four.

By focusing most new residential development in the *Centres*, along the *Avenues*, and in other strategic locations, we can preserve the shape and feel of our neighbourhoods. However, these neighbourhoods will not stay frozen in time. The neighbourhoods where we grew up and now raise our children help shape the adults and the society we become. Some physical change will occur over time as enhancements, additions and infill housing occurs on individual sites. A cornerstone policy is to ensure that new development in our neighbourhoods respects the existing physical character of the area, reinforcing the stability of the neighbourhood.

Established neighbourhoods will benefit from directing growth to the *Centres* and the *Avenues* by enjoying better transit service, greater housing choices, increased shopping opportunities, an improved pedestrian environment and other advantages that these growth areas provide. Accessibility to transit service varies considerably across the City, creating challenges to meeting the objective of reducing reliance on the private automobile. Transit accessibility for our neighbourhoods can be improved by investing in transit service along the *Avenues* as well as along the major streets that serve the neighbourhoods. At the boundary points between the neighbourhoods and the growth areas, development in the mixed use area will have to demonstrate a transition in height, scale and intensity as necessary to ensure that the stability and general amenity of the adjacent residential area are not adversely affected.



We can work together in our neighbourhoods to create a healthier Toronto by reducing waste, better managing stormwater runoff, greening our communities, reducing harmful emissions and conserving energy and water. We must also work to ensure that our community services are improved to reflect the changing faces of our communities as Toronto evolves socially and demographically.

When we think of our neighbourhoods we think of more than our homes. Our trees, parks, schools, libraries, community centres, child care centres, places of worship and local stores are all important parts of our daily lives. Increasingly, people work in their neighbourhoods, both in home offices and in local stores and services.

All communities should benefit from and share the rewards and advantages of living in Toronto. Some neighbourhoods need to be strengthened to ensure a better quality of life for their residents. There may be gaps in community-based facilities and services.

Some buildings may need to be upgraded, the neighbourhood may be poorly integrated with its surroundings, or residents may face hardship, social vulnerability or difficulty in accessing essentials such as healthy foods. Strategies and specific measures may be needed to revitalize and improve these priority neighbourhoods to address such issues.

Each revitalization strategy may address factors such as improving community-based services, developing new parks, improving streets, sidewalks, bikeways and pathways or building community capacity to enhance the broader social infrastructure. Strategies to improve these priority neighbourhoods will vary with local conditions. Some may be led by the City while others may be community-led. To support these efforts the neighbourhood may be designated a Community Improvement Area.

Policies

1. *Neighbourhoods* and *Apartment Neighbourhoods* are considered to be physically stable areas. Development within *Neighbourhoods* and *Apartment Neighbourhoods* will be consistent with this objective and will respect and reinforce the existing physical character of buildings, streetscapes and open space patterns in these areas.

2. Developments in *Mixed Use Areas*, *Regeneration Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will:
   a) be compatible with those *Neighbourhoods*;
   b) provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
   c) maintain adequate light and privacy for residents in those *Neighbourhoods;* and
   d) attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

3. Intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. Where significant intensification of land adjacent to a *Neighbourhood* or *Apartment Neighbourhood* is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an *Avenue* Study, or area based study.

4. The functioning of the local network of streets in *Neighbourhoods* and *Apartment Neighbourhoods* will be improved by:
   a) maintaining roads and sidewalks in a state of good repair;

b) investing in the improvement of bus and streetcar services for neighbourhood residents;
c) minimizing through traffic on local streets; and
d) discouraging parking on local streets for non-residential purposes.

5. Environmental sustainability will be promoted in *Neighbourhoods* and *Apartment Neighbourhoods* by investing in naturalization and landscaping improvements, tree planting and preservation, sustainable technologies for stormwater management and energy efficiency and programs for reducing waste and conserving water and energy.

6. Community and neighbourhood amenities will be enhanced where needed by:
   a) improving and expanding existing parks, recreation facilities, libraries, local institutions, local bus and streetcar services and other community services; and
   b) creating new community facilities and local institutions, and adapting existing services to changes in the social, health and recreational needs of the neighbourhood.

7. In priority neighbourhoods, revitalization strategies will be prepared through resident and stakeholder partnerships to address such matters as:
   a) improving local parks, transit, community services and facilities;
   b) improving the public realm, streets and sidewalks;
   c) identifying opportunities to improve the quality of the existing stock of housing or building a range of new housing;
   d) identifying priorities for capital and operational funding needed to support the strategy; and
   e) identifying potential partnerships and mechanisms for stimulating investment in the neighbourhood and supporting the revitalization strategy.

Schools and community facilities are important parts of our neighbourhoods

2.3.2 TORONTO'S GREEN SPACE SYSTEM AND WATERFRONT

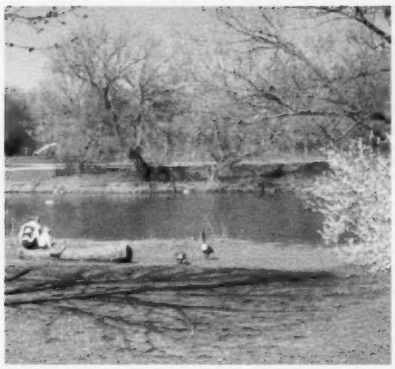
Toronto is connected by a wonderful system of green space - from beaches and bluffs, through deep ravines, to parks and cemeteries. This system is vital to both our quality of life and to the health of our natural ecosystem. The *Green Space System* is comprised of those lands with a *Parks and Open Space Areas* designation which are large, have significant natural heritage or recreational value and which are connected. They should be protected, improved and added to whenever feasible.

Toronto's waterfront, ravines, watercourses, parks and other open spaces connect to form an extensive web of green space across the City. The waterfront, which extends from Marie Curtis Park in the

west to Rouge Beach Park in the east, is a major feature of the *Green Space System*. It includes parks, beaches, wetlands, bluffs, neighbourhoods and cultural and entertainment destinations. Over time, lands on the water's edge should become a network of publicly accessible open spaces, offering a range of leisure activities connected by a continuous waterfront trail. Creating a clean and green waterfront that is safe and healthy will contribute to a better environment for the City as a whole.

The *Green Space System* performs many roles in the life of the City:

- these lands are the core of the City's ecosystem providing habitat for flora and fauna;
- they improve our environment by recharging groundwater, cleaning the air and water and limiting damage that might arise from flooding and soil erosion;
- they provide natural beauty and a variety of landscapes for reflection, contemplation and appreciation of nature;
- they offer opportunities for passive and active recreation, community gardens and environmental education; and
- they offer unique tourism and entertainment destinations attracting visitors from across the region and elsewhere.



Trees, water, open spaces... where would we be without them?

Through land use designations, planning policies, public undertakings and private development, the goal of strengthening these roles will be supported and advanced. The Toronto and Region Conservation Authority plays an important role in the protection, enhancement and management of these lands.

Policies

1. Actions will be taken to improve, preserve and enhance the *Green Space System* by:
   a) improving public access and enjoyment of lands under public ownership;
   b) maintaining and increasing public access to privately owned lands, where appropriate;
   c) restoring, creating and protecting a variety of landscapes; and
   d) establishing co-operative partnerships in the stewardship of lands and water.

2. Public agencies and Torontonians will be encouraged to support the protection, enhancement and restoration of links within and between elements of the *Green Space System*.

3. The *Green Space System* will be expanded by linking additional parks and open spaces by:
   a) acquiring such linkages, where feasible; and

b) acquiring lands, or easements over lands, associated with private development which can be connected to the *System* for the extension of recreational trails or which have important natural heritage value.

4. The sale or disposal of publicly owned lands in the *Green Space System* will be discouraged. No City owned land in the *Green Space System* will be sold or disposed of. However, City owned land in the *Green Space System* may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility.

5. Within the *Green Space System*, development will not result in the loss of public space.

6. Increased public enjoyment and use of lands along the water's edge will be promoted by ensuring that future development and actions on the part of both the public and private sectors, including the Toronto Port Authority, the Toronto Waterfront Revitalization Corporation and the Toronto and Region Conservation Authority, will help to achieve the following objectives:
   a) minimize physical and visual barriers between the City and Lake Ontario;
   b) increase and improve public access to lands along the water's edge and between parts of the waterfront;
   c) improve water quality and the quality of beaches;
   d) improve the public realm with more parks, public squares and natural settings that please the eye and lift the spirit and support a sense of belonging to the community;
   e) increase the availability, choice and awareness of recreational opportunities and public activities throughout the year; and
   f) protect, improve and where possible extend the Martin Goodman/ Waterfront Trail as a continuous waterfront route for cyclists, pedestrians and people with disabilities.

7. Private development and public works on lands along the water's edge or in its vicinity will:
   a) improve public spaces in the waterfront; and
   b) maintain and increase opportunities for public views of the water, and supports a sense of belonging to the community.

8. The physical and visual continuity of the waterfront corridor will be maintained and enhanced.

9. The sale or disposal of publicly owned lands on the water's edge will be discouraged.

10. The year-round recreational use of unique regional resources such as Toronto Island Park and Rouge Park will be encouraged.

Public Accessibility

A key city-building principle is that public buildings, parks and open spaces should be open and accessible to all members of the public, including people with disabilities. New development and ongoing maintenance and improvements of our public buildings and parks and open spaces should recognize this goal. As with all general principles, there are important exceptions:

- Some public buildings and open spaces perform functions that are incompatible with wide-open public access for example, water treatment plants and waste transfer stations.
- In some of our natural heritage areas, public access will damage natural features and functions.
- In other areas severe topographical features such as ravines and bluffs are largely inaccessible today and in the absence of benign, non-intrusive technology, making them accessible would be impractical.

Providing universal accessibility is one of many public expenditure priorities facing the City. Balancing the benefits and costs in individual cases will have to be carefully evaluated to ensure that our scarce dollars are wisely spent.

Moving Ahead: A Campaign for Next Generation Transportation

Our overall aim is to provide the widest range of sustainable transportation options that are seamlessly linked, safe, convenient, affordable and economically competitive by pursuing the following principles:

- promoting land use development and urban form that lead to fewer and shorter trips;
- improving access to public transit for all Torontonians (including those with disabilities) that is competitive with the cost and convenience of using a car for most personal travel;
- developing an advanced and comprehensive system of policies and practices for moving goods that boosts the economic competitiveness of the City and the Region;
- instituting planning, traffic engineering and street design practices that encourage walking and cycling;
- exploiting advances in technology to develop an integrated multi-modal transportation system that is efficient and sustainable;
- incorporating strong safeguards for the protection of the natural environment; and
- instituting equitable pricing and financing of transportation services.

Toronto at the Crossroads: Shaping Our Future, June 2000

2.4 BRINGING THE CITY TOGETHER: A PROGRESSIVE AGENDA OF TRANSPORTATION CHANGE

This Plan integrates transportation and land use planning at both the local and regional scales. Within the City, the Plan addresses the differing transportation demands between areas targeted for growth and those other parts of the City where little physical change is foreseen.

The transportation maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and inter-regional rail networks. In addition to policies regarding the physical infrastructure of the City's transportation system, we need complementary policies to make more efficient use of this infrastructure and to support the goal of reducing car dependency throughout the City.

In a mature city like Toronto, the emphasis has to be on using the available road space more efficiently to move people instead of vehicles and on looking at how the demand for vehicle travel can be reduced in the first place. Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in "next generation" terms to make transit, cycling and walking increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.

Achieving a more intense, mixed use pattern of development will increase both the opportunity and the need to plan for better pedestrian and cycling conditions. It will also minimize the long term need for costly infrastructure, in the form of additional transit and road capacity, to meet the City's growing transportation demands. Our transportation system must be designed to meet the travel needs of all Torontonians, including people with disabilities, the elderly or those without access to a car. Successful reurbanization requires a shift in our approach to city planning. Moving minds and changing attitudes is every bit as big a challenge as moving people, goods and services.

Policies

1. Travel demand management (TDM) measures will be introduced to reduce car dependency and rush-hour congestion by:

   a) increasing the proportion of trips made by transit, walking and cycling;
   b) increasing the average car occupancy rate;
   c) reducing the demand for vehicular travel; and
   d) shifting travel times from peak to off-peak periods.

2. A study of the transportation demands and impacts of new development may be required and conducted in accordance with guidelines established for this purpose. The study will identify and implement transportation improvements or other mitigating measures to accommodate travel generated by the development and where relevant:

   a) introduce appropriate TDM measures;
   b) weigh traffic needs against the broader objectives of this Plan;
   c) make provision for future transportation improvements identified in this Plan; and
   d) integrate development into the surrounding public access system of roads, walkways, bikeways and transit facilities.

3. In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy.

4. For sites in areas well serviced by transit, such as locations around key subway stations and along major surface transit routes, consideration will be given to the establishment of:

   a) minimum density requirements as well as maximum density limits;
   b) minimum and maximum parking requirements;
   c) redevelopment of surface commuter parking lots on City owned land;
   d) limiting surface parking as a non-ancillary use; and
   e) the development, retention and replacement of commuter parking spaces.

5. Better use will be made of off-street parking by:

   a) encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics; and
   b) expanding and upgrading laneways to improve access to the parking spaces along the laneways.

6. A strategy will be developed with the trucking industry, the railways, the business community and the public, for the safe and efficient movement of goods and services through the most effective use of the City's arterial road, expressway and rail freight networks and terminal points.

7. Policies, programs and infrastructure will be introduced to create a safe, comfortable and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including:

   a) an expanded bikeway network;
   b) provision of bicycle parking facilities in new developments;
   c) provision of adequate and secure bicycle parking at rapid transit stations; and
   d) measures to improve the safety of cyclists through the design and operation of streets and through education and promotion programs.

8. An urban environment and infrastructure will be created that encourages and supports walking throughout the City through policies and practices

Travel Demand Management (TDM)

TDM measures are aimed at encouraging people to take fewer and shorter vehicle trips to reduce congestion, energy consumption and pollution. In the past, transportation planning has often focused on supply-side solutions by identifying where additional transportation capacity is needed to satisfy forecast travel demands. TDM, in contrast, puts the emphasis on changing travel behaviour to modify and reduce our demand for vehicular travel in cities. TDM is most effective when supported by complementary actions in the key areas of land use planning and public transit improvements. Typical TDM measures include:

- carpool/vanpool ride sharing, with emergency ride home;
- high-occupancy vehicle (HOV) lanes in existing rights-of-way for bus, taxis and cars with three or more occupants;
- bicycle and pedestrian programs;
- promotion of public transit, including employer transit fare incentives;
- parking supply and management strategies;
- use of "smart card" technology and other advances in the pricing and marketing of transportation services;
- establishment of Transportation Management Associations (TMA's) in employment areas and car sharing organizations in residential areas;
- programs to promote flexible working hours and telecommuting; and
- application of incident management system and Intelligent Transportation Systems (ITS) innovations.

Goods Movement

The efficient and safe movement of goods is vital to the economic health and competitiveness of Toronto and the larger region. The key elements of the goods movement system in the City are the major road and rail freight networks and the pattern of collection and distribution points they serve. The challenge is to develop and maximize the efficient use of this system by such means as:

- joint distribution centres and consolidated delivery services;
- rationalization of road/rail freight movements;
- selectively increasing road capacity for trucks, including priority truck lanes;
- increasing off-street loading, servicing and courier facilities;
- lower emission freight vehicles and increased local production and distribution;
- designated truck routes; and
- encouraging the freight industry to explore new technologies and practices.

Toronto's Bike Plan

In July 2001, Council adopted, in principle, the recommendations of the *Toronto Bike Plan - Shifting Gears*. The *Bike Plan* is a 10-year strategy to guide the development of new policies, programs and infrastructure to create a bicycle friendly environment that encourages the future use of bicycles for everyday transportation and enjoyment. The two primary goals of the *Bike Plan* are to double the number of bike trips by 2011 and decrease the number of bicycle collisions and injuries. The *Bike Plan* recommends advancing cycling in the City across six broad fronts:

- adopting bicycle friendly street polices that give bicycles the same consideration as vehicles on the City's street system;
- developing a 1,000 km bikeway network of off-road trails and on-road bike lanes and routes;
- implementing enhanced safety and education programs;
- more extensive promotion of cycling for both recreational and everyday transportation purposes;
- better links with transit services to encourage "bike and ride" trips; and
- ensuring the provision of adequate bicycle parking facilities.

To be effective in achieving the *Bike Plan's* two primary goals, the six component points must be implemented together as part of a multi-faceted strategy.

that ensure safe, direct, comfortable, attractive and convenient pedestrian conditions, including safe walking routes to schools, recreation areas and transit.

9. The transportation system will be developed to be inclusive of the needs of people with disabilities and seniors by:
   a) ensuring that new transit facilities and vehicles are accessible;
   b) modifying existing transit stations to become accessible over time;
   c) supplementing the conventional transit system with specialized services;
   d) requiring a minimum of off-street parking spaces for the disabled; and
   e) taking accessibility into account from the design stage onwards.

10. Inter-modal and inter-line connections will be promoted so that each mode and each carrier – whether for passengers or goods – is conveniently integrated with the rest of the urban transportation system.

11. New technologies and practices that improve urban travel conditions and help protect the environment will be pursued and implemented where appropriate.

12. Large commercial and office buildings and hotels will make provision for taxi stands on private property.

13. New transportation terminals will require facilities for inter-modal connections including those for:
   a) taxis;
   b) buses; and
   c) other public transit modes.

14. Existing transportation terminals will be retrofitted for inter-modal connections when redevelopment occurs.

TORONTO

OFFICIAL PLAN

Chapter Three
BUILDING A SUCCESSFUL CITY

3. BUILDING A SUCCESSFUL CITY

Building a successful city means making choices that improve our quality of life. As our City grows and matures, we can create a more beautiful environment, healthy and vibrant communities and greater prosperity. We must meet the needs of today without compromising the ability of future generations to meet their needs.

The policies in this Chapter will guide our growth by integrating social, economic and environmental perspectives in our decision making to create an attractive Toronto with a strong economy and complete communities. The policies will help bring to life our vision of a successful city by focusing on the built environment, the human environment, the natural environment, economic health and new neighbourhoods. All applications for development will be evaluated against the policies and criteria in this Chapter to ensure that we make the best possible development choices.

City-building involves balancing social, economic and environmental needs and priorities. As a result, change may sometimes emphasize or recognize one of these elements rather than the others. Such changes should be considered only after the trade-offs between clear social, economic and environmental impacts and benefits have been identified, acknowledged, analyzed and publicly debated.

This Chapter complements the policies in Chapters Two and Four by providing direction to matters that can improve our everyday lives: high quality buildings that inspire us and make us feel proud, parks and open spaces we can enjoy, liveable neighbourhoods, clean air and water and a strong economy.

Public investment in quality design: The National Trade Centre at Exhibition Place

3.1 THE BUILT ENVIRONMENT

In order to remain economically competitive in today's global economy, a city must be more than functional. It has to work well, but it also must be beautiful, vibrant, safe and inclusive. Great cities do not happen by accident – they are designed and orchestrated so that individual private and public developments work together to create cohesive blocks, neighbourhoods and districts. Good urban design is not just an aesthetic overlay, but an essential ingredient of city-building. Good urban design is good business and good social policy.

Civic pride is infectious. The City and the private sector should work together as partners in creating a great city and achieving Toronto's architectural and urban design potential. The City can play its part by organizing, designing, maintaining and improving the streets, parks and public buildings. The private sector can do

CHAPTER THREE

Results of a public art competition at Spadina Road and Dupont Avenue

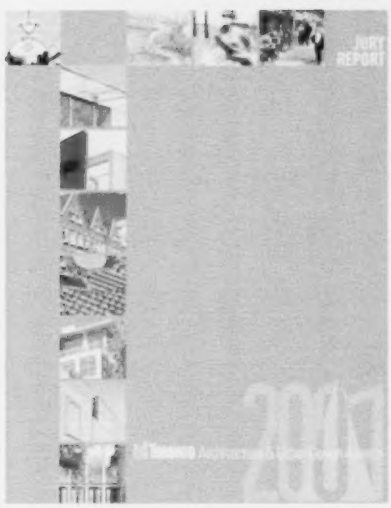
its part by building the structures and landscapes that define and support these public places. This Plan demands that both the public and private sectors commit to high quality architecture, landscape architecture and urban design, consistent with energy efficiency standards.

3.1.1 THE PUBLIC REALM

Beautiful, comfortable, safe and accessible streets, parks, open spaces and public buildings are a key shared asset. These public spaces draw people together, creating strong social bonds at the neighbourhood, city and regional level. They convey our public image to the world and unite us as a city. They set the stage for our festivals, parades and civic life as well as for daily casual contact. Public space creates communities.

This Plan recognizes how important good design is in creating a great city. Great cities are judged by the look and quality of their squares, parks, streets and public spaces and the buildings which frame and define them. People flock to the world's great cities not just to enjoy the culture, but to wander the streets, to explore their parks and plazas, to enjoy the street life, to shop and to people watch. The same characteristics and qualities that make these cities great places to visit also make them great places to live. What do these places share in common? All are very urban, high density, mixed use, mixed income, transit and pedestrian oriented vibrant places.

Great cities not only have great buildings – but the buildings work together to create great streets, plazas, parks and public places. Great cities inspire and astonish. Whether it's a bustling shopping street lined by vibrant shop windows and sidewalk cafes, an intimate, residential, tree-lined street, or a public plaza in the central business district – everywhere you look there is evidence that the place has been designed. The buildings, both public and private, work together to create the "walls" for the city's great outdoor "rooms".



Policies

1. Quality architectural, landscape and urban design and construction will be promoted by:
   a) committing the funds necessary to create and maintain high quality public buildings, structures, streetscapes and parks that reflect the broad objectives of this Plan;
   b) using design competitions and advisory design review panels to seek design excellence and promote public interest in design quality for public works;

c) using advisory design review panels to seek design excellence and promote public interest in the design quality of new development;
d) ensuring new development enhances the quality of the public realm; and
e) encouraging the use of skilled professionals in the design and construction process.

2. Creativity and excellence in architecture, landscape and urban design will be encouraged in private developments through programs such as the Urban Design Awards.

3. The enjoyment of the valleys and ravines will be protected by ensuring that adjacent development, particularly building height and massing, will preserve harmonious views and vistas from the valley.

4. The natural features of the City, such as the Lake Ontario shoreline, the Lake Iroquois escarpment, woodlots, ravines and valley lands, will be connected to the surrounding city by improving physical and visual access from adjacent public spaces and by designing these into a comprehensive open space network.

5. City streets are a significant public open space that serve pedestrians and vehicles, provide space for public utilities and services, trees and landscaping, building access, amenities such as view corridors, sky view and sunlight, and are public gathering places. Streets will be designed to perform their diverse roles, balancing the spatial needs of existing and future users within the right-of-way. This includes pedestrians, people with mobility aids, transit, bicycles, automobiles, utilities and landscaping.

6. Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:

   a) providing well designed and co-ordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements; and
   b) locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity.

7. Toronto's concession road grid is a major organizing element to be maintained, improved and recognized in public design initiatives. To improve mobility and recreational opportunities where these streets are interrupted by topographical features or utility corridors, pedestrian and bicycle routes should be established across these features.

8. Scenic routes with public views of important natural or human-made features should be preserved and, where possible, improved by:

   a) maintaining views and vistas as new development occurs;
   b) creating new scenic routes or views when an opportunity arises; and
   c) increasing pedestrian and cycling amenities along the route.

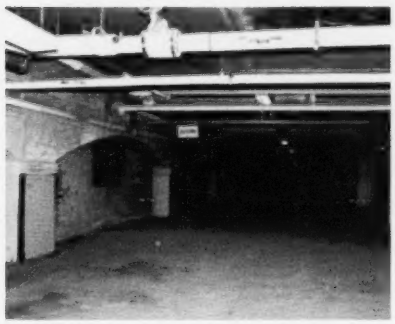
9. Public works and private development will maintain, frame and, where possible, create public views to important natural and human-made features from other public places.

Streetscape design guidelines to promote the consistent and beautiful landscaping for City of Toronto streets will be used for municipal works and improvements accompanying development.

Access to public spaces and buildings for everyone

CHAPTER THREE

Safety design guidelines will be applied in the review of all development proposals. Environmental design for safety principles will be promoted through public education and support for community safety audits.



BEFORE

AFTER

The two different worlds of the York Street pedestrian passageway

10. Public buildings will be located and designed to promote their public status on prominent, visible and accessible sites, including street intersections, and sites that end a street view or face an important natural/cultural feature. Open space associated with public buildings will be designed to enhance the quality setting for the building and support a variety of public functions associated with its program.

11. Universal physical access to publicly accessible spaces and buildings will be ensured by:
    a) creating a connected network of streets, parks and open spaces that are universally accessible, including sidewalks with unobstructed pathways and curb cuts at corners on all City streets;
    b) requiring that plans for all new buildings and additions meet the City's accessibility guidelines; and
    c) retrofitting over time all existing City owned buildings that are open to the public and open spaces to make them universally accessible and encouraging the owners of private buildings and spaces to do likewise through public education and retrofit programs.

12. Design measures which promote pedestrian safety and security will be applied to streetscapes, parks, other public and private open spaces, and all new and renovated buildings.

13. Interior shopping malls, underground concourses, plaza walkways, and private mid-block connections will be designed to complement and extend, but not replace, the role of the street as the main place for pedestrian activity. They should be accessible, comfortable, safe and integrated into the local pattern of pedestrian movement with direct, universal physical and visual access from the public sidewalk and clear path-finding within.

    Additional infrastructure needed for the building of new communities will be laid out and organized to reinforce the importance of public streets and open space as the structural framework that supports high quality city living.

14. New streets will be designed to:
    a) provide connections with adjacent neighbourhoods, and promote a connected grid of streets that offers travel options and extends sight lines;
    b) divide larger sites into smaller development blocks;
    c) provide access and addresses for new development;
    d) allow the public to freely enter without obstruction;
    e) create adequate space for pedestrians, bicycles and landscaping as well as transit, vehicles, utilities and utility maintenance;
    f) improve the visibility, access and prominence of unique natural and human-made features; and
    g) provide access for emergency vehicles.

15. New streets should be public streets. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets.

16. New city blocks and development lots within them will be designed to:
    a) have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space;
    b) promote street-oriented development with buildings fronting onto street and park edges;
    c) provide adequate room within the block for parking and servicing needs; and
    d) allow for incremental, phased development.

17. New parks and open spaces will be located and designed to:
    a) connect and extend, wherever possible, to existing parks, natural areas, and other open spaces such as school yards;
    b) provide a comfortable setting for community events as well as individual use;
    c) provide appropriate space and layout for recreational needs, including forms of productive recreation such as community gardening; and
    d) emphasize and improve unique aspects of the community's natural and human-made heritage.

18. New parks and other public open spaces such as schoolyards should front onto a street for good visibility, access and safety.

Toronto's Pedestrian Charter

The *Toronto Pedestrian Charter* was adopted by Council in May 2002. It reflects the principle that a city's walkability is one of the most important measures of the quality of its public realm, and of its health and vitality. It outlines:

- the urban design principles that ensure that walking is safe, comfortable, convenient and direct for people of all ages and abilities;
- actions the City can take to create an urban environment in all parts of the City that encourages and supports walking as a form of travel, exercise and recreation; and,
- the social, environmental and economic benefits of creating a pedestrian-friendly urban environment.

The objectives of the *Toronto Pedestrian Charter* are consistent with the goals of the Official Plan to create a more vibrant, beautiful, prosperous and liveable City.

3.1.2 BUILT FORM

Our personal enjoyment of our streets and open spaces depends largely on the visual quality, activity, comfortable environment, and perception of safety in those spaces. Most of the qualities are influenced directly by the built form of adjacent buildings.

Most of Toronto is already built with at least one generation of buildings. For the most part, future development will be built on infill and redevelopment sites and will need to fit in, respecting and improving the character of the surrounding area. On large sites, in redevelopment areas and in other areas whose physical contexts are no longer appropriate, new planning contexts will be created to ensure that each new development in these areas adds up to more than the sum of parts.

Over the next several decades the majority of the new growth will take place in the areas of the City where intensification is appropriate – in the *Downtown*, the *Centres*, and along the *Avenues*. This is an extraordinary opportunity to build the next generation of buildings and to create an image of Toronto that matches its status as one of the great cities of North America.

Great cities are built one building at a time, with each new building making a contribution to the overall urban design of the City. Developers and architects have a civic responsibility to create

CHAPTER THREE

Street proportion is the ratio of the height of buildings along the edges of the street and the width of the space between the buildings. Street proportion gives a measure to certain qualities of the street including its access to sunlight and sky view.

Good street proportion is subject to study on a district and street basis. Good street proportion will be determined by studying the existing conditions, street and open space width, existing building heights and the planned intensity of development and expectations for the character and quality of the streets and open spaces in the future.

Pedestrian amenity is provided by those architectural and landscape elements including, lighting, trees, decorative paving, seating, bicycle rings, water features, etc. that promote the safe and comfortable use of adjacent streets and open spaces.

buildings that not only meet the needs of the clients, tenants and customers, but also the needs of the people who live and work in the area who will encounter the building in their daily lives.

Toronto's streets, parks and open spaces are defined by the façades of many buildings. The façade presents the building to the public, telling people about the building, what it is, where to enter, and what the character and functions of interior uses are. The individual façades of buildings that form the edge of a street or a park are read together as a common wall that defines the public realm and are part of the physical expression of Toronto's collective vision, identity and history. Developments must be conceived not only in terms of the individual building site and program, but also in terms of how that site, building and its façades fit within the existing and/or planned context of the neighbourhood and the City. Each new building should promote and achieve the overall objectives of the Plan.

Policies

1. New development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by:
   a) generally locating buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback. On a corner site, the development should be located along both adjacent street frontages and give prominence to the corner. If located at a site that ends a street corridor, development should acknowledge the prominence of that site;
   b) locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;
   c) providing ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces; and
   d) preserving existing mature trees wherever possible and incorporating them into landscaping designs.

2. New development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:
   a) using shared service areas where possible within development block(s) including public and private lanes, driveways and service courts;
   b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
   c) integrating services and utility functions within buildings where possible;
   d) providing underground parking where appropriate;
   e) limiting surface parking between the front face of a building and the public street or sidewalk; and
   f) integrating above-ground parking structures, where permitted or appropriate, with building design, and have usable building space at grade facing adjacent streets, parks and open spaces.

3. New development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks, open spaces and properties by:
   a) massing new buildings to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion;
   b) incorporating exterior design elements, their form, scale, proportion, pattern and materials, and their sustainable design, to influence the character, scale and appearance of the development;
   c) creating appropriate transitions in scale to neighbouring existing and/or planned buildings for the purpose of achieving the objectives of this Plan;
   d) providing for adequate light and privacy;
   e) adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties and open spaces, having regard for the varied nature of such areas; and
   f) minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

4. New development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas.

5. New development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:
   a) improvements to adjacent boulevards and sidewalks respecting sustainable design elements, which may include one or more of the following: trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
   b) co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
   c) weather protection such as canopies, and awnings;
   d) landscaped open space within the development site;
   e) landscaped edges of surface parking lots along streets, parks and open spaces to define the street edge and visually screen the parked autos;
   f) safe pedestrian routes and tree plantings within surface parking lots; and
   g) public art, where the developer agrees to provide this, to make the building and its open spaces more attractive and interesting.

6. Every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Existing and Planned Contexts

The existing context of any given area refers to what is there now. The planned context refers to what is intended in the future. In stable areas, such as *Neighbourhoods* and *Apartment Neighbourhoods*, the planned context typically reinforces the existing context. In growth areas, such as *Centres* and *Avenues*, the planned context generally anticipates change.

Height and density aspects of the planned context of new development will be assessed on the basis of the Plan's policies, including Secondary Plans and site and area specific policies. Where there are no height and density limits in the Plan, height and density limits of area zoning that implements the Plan will be a benchmark for assessment of those aspects of the planned context. Where there are no height and density limits in the Plan and no area zoning implementing the Plan, height and density aspects of the planned context will be determined on the basis of an area review such as that undertaken to implement Subsection 2.2.3.3 b) of the Plan. In this case, in determining an application, Council will have due regard for the existing and planned contexts. In instances of apparent inconsistency between existing and planned contexts when interpreting the built form policies as they relate to height and density, the planned context will prevail.

Transition

Appropriate transition in scale can be achieved with many geometric relationships and design methods in different combinations including angular planes, stepping height limits, appropriate location and orientation of the building, the use of setbacks and stepbacks of building mass. The larger the difference in scale of development the greater the need for transition.

Exterior Design - Character, Scale and Appearance

The façade is the exterior parts of a building visible to the public, and its exterior design contributes to a more beautiful and engaging Toronto. The exterior design of a façade is the form, scale, proportion, pattern and materials of building elements including its doors, roofs, windows and decorative elements, such as cornices and belt-course. The harmonious relationship of a new façade to its context can be achieved with contemporary expression provided that the existing context, proportions, forms, sizes and scale are fully respected and

appropriate materials are used. A new façade need not be a simple replication of adjacent building facades.

The exterior design of a façade at grade, closest to the pedestrian environment, is an important design consideration to help new development support the public realm and fit with the existing and/or planned context. In particular, the nature, scale and placement of doors as well as the placement, type and treatment of windows on the façade, taking into account the character and functions of interior uses, play an important role in supporting a safe, accessible and vibrant public realm.

These aspects of the exterior design of a building are a fundamental part of the City's review under Site Plan Control.

3.1.3 BUILT FORM – TALL BUILDINGS

Tall buildings currently exist in many parts of the City, in the *Downtown*, in the *Centres*, along parts of the waterfront, at some subway stops and in clusters around the City. These individual buildings and groups of buildings can be seen rising above the forest cover and the City's low scaled residential and employment areas.

Tall buildings are desirable in the right places but they don't belong everywhere. When appropriately located and designed, tall buildings can support and draw attention to the city structure, visually reinforcing our civic centres and other areas of civic importance. In the context of Toronto's relatively flat topography, tall buildings help define the City's image. When the quality of architecture and site design is emphasized, tall buildings become important city landmarks. By concentrating development on a small part of the site, they can also provide high quality publicly accessible open spaces and areas for community services and amenity.

When poorly located and designed tall buildings can physically and visually overwhelm adjacent streets, parks and neighbourhoods. They can block sunlight, views of the sky and create uncomfortable wind conditions in adjacent streets, parks and open space and create traffic congestion. The open space created on poorly designed sites is often residual, unsafe and uncomfortable to use.

Tall buildings are only one form of intensification. Most of the proposed intensification in this Plan is anticipated to be achieved with street oriented, grade related or mid-rise building types that define and support sunny, comfortable and vital streets, parks and open spaces. Tall buildings, typically buildings whose height is greater than the width of the adjacent road allowance, are generally limited to parts of the *Downtown*, *Centres*, and other areas in which they are permitted by a Secondary Plan, an area specific policy, a comprehensive zoning by-law, site specific policies in effect as of the approval date of this Official Plan or site specific zoning that pre-dates approval of this Plan. Tall buildings will only be permitted in other areas on the basis of appropriate planning justification consistent with the policies of this Plan.

Design Charrette

One of the best ways to work through all of the issues associated with a tall building development proposal is to conduct a comprehensive design charrette. A charrette is a multi-day design workshop held on or near the development site during which all of the project stakeholders are assembled to work through a number of design issues. Typically, the developer is responsible for assembling a team consisting of urban designers, architects, landscape architects, urban transportation experts, residents, local business leaders and city staff. The charrette permits a number of design alternatives to be explored very quickly and to receive instant feedback. The charrette culminates in a final presentation during which the alternatives are presented and discussed, and the consensus plan is selected.

Policies

Tall buildings come with larger civic responsibilities and obligations than other buildings. To ensure that tall buildings fit within their existing and/or planned context and limit local impacts, the following additional built form principles will be applied to the location and design of tall buildings:

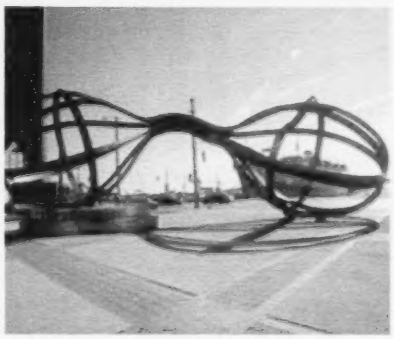
1. Tall buildings should be designed to consist of three parts, carefully integrated into a single whole:
   a) base building – provide definition and support at an appropriate scale for adjacent streets, parks and open spaces, integrate with adjacent buildings, minimize the impact of parking and servicing uses;
   b) middle (shaft) – design the floor plate size and shape with appropriate dimensions for the site, locate and orient it on the site and in relationship to the base building and adjacent buildings in a manner that satisfies the provisions of this Section; and
   c) top – design the top of tall buildings to contribute to the skyline character and integrate roof top mechanical systems into the design.

2. Tall building proposals will address key urban design considerations, including:
   a) meeting the built form principles of this Plan;
   b) demonstrating how the proposed building and site design will contribute to and reinforce the overall City structure;
   c) demonstrating how the proposed building and site design relate to the existing and/or planned context;
   d) taking into account the relationship of the site to topography and other tall buildings;
   e) providing high quality, comfortable and usable publicly accessible open space areas; and
   f) meeting the other goals and objectives of this Plan.

3.1.4 PUBLIC ART

Public art installations, both publicly and privately owned, make walking through the City's streets, open spaces and parks a delight for residents, workers and visitors alike. Public art has broad appeal and can contribute to the identity and character of a place by telling a story about the site's history. It creates a landmark and celebrates the cultural diversity and creativity of our communities. A partnership between the public and private sectors is to be nurtured to transform Toronto into a large public art gallery with installations throughout the City.

As part of the new *Culture Plan*, the City will be adopting a Public Art Master Plan that will identify important sites and opportunities for public art installations. To make this dream a reality, the City needs assistance. Toronto needs to promote its Public Art Reserve Fund, contributions to which can be eligible for tax deductions as a gift to a municipality. Public art installations are also community benefits to be considered as part of the Section 37 incentives policies in Chapter Five of this Plan.



Public art is a work of art created to beautify a specific space to which the public has access. The public art installation may range from a stand-alone installation to an integrated architectural treatment or landscape design.

Policies

1. The creation of public art that reflects our cultural diversity and history will be promoted by:
   a) adopting a Public Art Master Plan;
   b) promoting the Toronto Public Art Reserve Fund and actively soliciting gifts of cash, and gifts in-kind to the City to implement the Public Art Master Plan;

c) encouraging public art initiatives on properties under the jurisdiction of the City, its agencies, boards and commissions;
d) dedicating one per cent of the capital budget of all major municipal buildings and structures to public art; and
e) encouraging the inclusion of public art in all significant private sector developments across the City.

3.1.5 HERITAGE RESOURCES

Our heritage buildings, districts and landscapes create a unique sense of place and a rooted sense of local identity and continuity for Torontonians. Heritage conservation is also a wise investment for a municipality. Heritage restoration work sets off much higher job and investment economic multipliers than new construction and heritage sites are a draw for tourism and the film industry. Heritage conservation not only makes our neighbourhoods even more attractive, it also increases their desirability and value.

In the past, many of our architectural gems and historical landmarks were lost. The Plan focuses on conserving Toronto's remaining irreplaceable heritage resources, including our heritage landscapes, historic cemeteries and buried archaeological sites.

When a development application is received for lands listed on the City's *Inventory of Heritage Properties* the applicant will be requested to:

- submit comprehensive plans for the proposal;
- demonstrate that the alterations conserve the character and significance of the heritage property;
- provide adequate architectural, structural and economic information to evaluate proposals to remove a heritage resource; and
- submit a Heritage Impact Statement, in the case of an application for a zoning by-law amendment or site plan agreement.

The Heritage Impact Statement, which must be prepared by a qualified heritage conservation professional, will evaluate how the proposal conserves the heritage resource and the physical condition and potential for restoration and reuse of the heritage resource.

Policies

1. Significant heritage resources, will be conserved by:
   a) listing properties of architectural and/or historic interest on the City's *Inventory of Heritage Properties*, designating them and entering into conservation agreements with owners of designated heritage properties; and
   b) designating areas with a concentration of heritage resources as Heritage Conservation Districts and adopting conservation and design guidelines to maintain and improve their character.

2. Heritage resources on properties listed on the City's *Inventory of Heritage Properties* will be conserved. A Heritage Impact Statement may be requested for development proposals on a property on the City's *Inventory of Heritage Properties*, and will be required where the development entails an amendment to the Official Plan and/or Zoning By-law. Development adjacent to properties on the City's *Inventory of Heritage Properties* will respect the scale, character and form of the heritage buildings and landscapes.

3. Public incentives to encourage the conservation and long-term protection of heritage resources will be created.

4. All City owned heritage resources will be conserved and maintained in a state of good repair.

5. The impacts of public works projects that may be in the vicinity of heritage resources, including archaeological sites, will be assessed and appropriate mitigation measures to minimize the impact upon the heritage resource will be used.

6. When a City owned heritage property is sold, leased or transferred to another owner, a heritage easement agreement will be secured and public access maintained to areas with heritage value.

7. The re-use of buildings with architectural or historic importance will be considered when selecting buildings to accommodate public functions.

8. Additional gross floor area may be permitted in excess of what is permitted in the Zoning By-law for lands designated *Mixed Use Areas*, *Regeneration Areas*, *Employment Areas*, *Institutional Areas* or *Apartment Neighbourhoods* for a lot containing a conserved heritage building and new development provided that:
   a) the application includes the conservation of a building or structure designated under the *Ontario Heritage Act*;
   b) additional floor area does not exceed the floor area of the designated heritage building or structure being retained;
   c) the by-laws are enacted at the same time as the approval of the site plan for the entire development;
   d) where only a portion of the conserved building or structure is kept, that portion contains the features of historic and/or architectural value or interest for which the building was designated;
   e) the quality, character and three-dimensional integrity of the conserved building or structure is maintained and additional density will not be granted for the incorporation of facades or historic building elements into new development; and
   f) where the property is within a Heritage Conservation District, the proposed development conforms to any guidelines for that district.

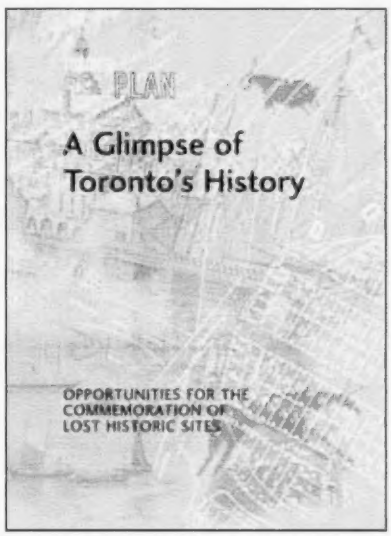
9. Heritage landscapes and historic cemeteries will be inventoried and conserved.

10. a) An Archaeological Master Plan will inventory known archaeological sites, establish procedures for their protection and interpretation, and identify areas of archaeological potential.
    b) If development occurs on archaeological sites, or areas with archaeological potential, significant archaeological deposits should be conserved by on-site preservation. Where on-site preservation is not ultimately secured, scientific investigation and documentation will still be undertaken. Where archaeological features are preserved on-site, any development or site alteration will maintain the heritage integrity of the site.
    c) All indigenous persons' cultural sites, including burial sites, have importance. Indigenous cultural remains should be identified, recorded, protected and preserved. On properties where indigenous settlement sites have been previously destroyed and contemporary structures have been built, these indigenous settlement sites should be commemorated.

11. Lost historical sites should be commemorated whenever a new private development or public work is undertaken in the vicinity, including sites where:
    a) major events occurred;

Re-using and not demolishing heritage buildings

Until an Archaeological Master Plan is adopted, a development application on or adjacent to sites with known archaeological value or potential, will require an accompanying report evaluating the impact of the development on archaeological resources. If a potential impact on an archaeological resource exists, a licensed archaeologist will be engaged to assess the site and suggest means of mitigating any impacts prior to any ground or soil disturbance.



b) landscape features, such as rivers, streams and shorelines, have disappeared from the cityscape; and
c) important institutions, residences, industries, landmark buildings or settlements once existed.

12. When all or a significant part of a heritage resource on the City's *Inventory of Heritage Properties* is to be removed, thorough documentation of the resource should be deposited in the City of Toronto Archives by the owner prior to any demolition.

13. A Heritage Management Plan will be prepared and adopted. The Heritage Management Plan will be a comprehensive and evolving strategy for the conservation and management of Toronto's heritage resources.

3.2 THE HUMAN ENVIRONMENT

Strong communities are the foundation of a healthy city. It is necessary for the economic health of our cities to have communities where Torontonians are engaged, children are valued, diversity is celebrated and residents have equitable access to housing, support services and recreational opportunities. Vibrant and healthy communities are a defining element of the human ecology of a city, where each of us is connected to and affected by, the welfare of our neighbours.

Over time, the Plan's land use strategy will influence the pattern of development that affects access to open space, jobs, housing opportunities, food, public transit and services. Other development policies addressing housing, community services and facilities, parks and open space, and the arts are needed in support of that strategy and to ensure that our future is one of social interaction, integration and well-being.

A healthy supply of rental housing is critical to attracting residents and business

3.2.1 HOUSING

Adequate and affordable housing is a basic requirement for everyone. Where we live and our housing security contribute to our well-being and connect us to our community. Current and future residents must be able to access and maintain adequate, affordable and appropriate housing. The City's quality of life, economic competitiveness, social cohesion, as well as its balance and diversity depend on it.

A Municipal Housing Statement will be prepared regularly and will outline recent housing activity and trends, identify housing needs, as one basis for an action plan to meet those needs.

Specific policies are needed when a particular kind of housing, whether it be type, tenure or level of affordability, is not sufficiently supplied by the market to meet demand or maintain diversity in the housing stock. Housing gains are needed through new supply and, where new supply is inadequate, existing housing must be maintained.

The current production of ownership housing, especially condominium apartments, is in abundant supply. What is needed is a healthier balance among high rise ownership housing and other forms of housing, including purpose-built rental housing, affordable rental housing and affordable low-rise ownership housing for large households with children and multi-family households. Policies, incentives and assistance are needed in order to respond to the City's unmet housing needs, especially mid-range and affordable rental housing. More than half of Toronto households rent, yet no new rental housing is being built in quantity.

We need to address four areas:

- **Stimulating production of new private sector rental housing supply**
  All levels of government need to do all they can to create a business environment in which private rental housing, especially at affordable and mid-range rents, is an attractive investment. This includes federal and provincial tax reform as well as the provision of municipal incentives.

- **Preserving what we have**
  As long as there is no new supply to meet the demand for rental housing, our existing stock of affordable rental housing is an asset that must be preserved. In this sense, rental housing is not unlike our heritage buildings - we need to do all we can to prevent losses.

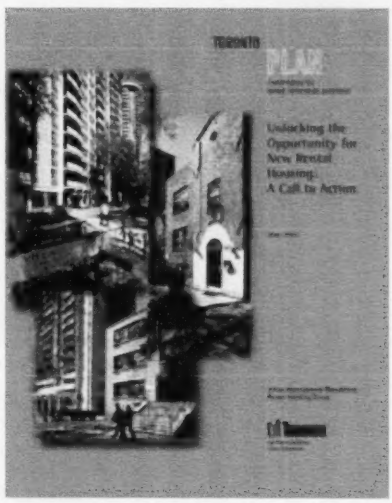
- **Making efficient and effective use of the City's own housing resources to achieve a range of housing objectives**
  The private sector cannot meet the housing needs of our most vulnerable populations or those in need of rent-geared-to-income housing. Our social housing stock is aging and making better use of these resources will present both challenges and opportunities in the coming decades.

- **Working in partnership to take advantage of emerging opportunities**
  Addressing many of the City's housing challenges will require working in partnership with the other levels of government as well as the private and non-profit sectors. We must be positioned to take advantage of key opportunities, especially senior government housing supply programs, to encourage new affordable and social housing production.

Since adopting the *Final Report of the Mayor's Homelessness Action Task Force* in 1999, the City has taken action to encourage the production of new rental housing, including more affordable rental housing. These actions have included a "housing first" policy for surplus municipal lands, the establishment of a Capital Revolving Fund for Affordable Housing and a Let's Build Program, a new multi-residential property tax rate, and exemptions of fees and charges for new affordable non-profit rental housing and a Municipal Housing Facility By-law. Council also enacted a by-law permitting second suites in single and semi-detached houses across the City.

In addition to the City's actions, there needs to be a significant shift in the policy and the tax environment to ensure a well performing housing market that provides an adequate level of new supply, healthy vacancy rates and stable rents. The market cannot fully respond under the current circumstances. Recognizing that a co-ordinated approach is needed involving all levels of government, as well as the private and nonprofit sectors, Council endorsed a *Rental Action Plan* in July 2001.

This *Rental Action Plan,* developed in consultation with rental builders and investors, identified a range of measures to encourage both private and non-profit rental production. The Action Plan calls on the Federal Government to address a range of taxation and mortgage insurance issues. The focus of provincial actions are taxation, regulatory matters, and the need for outreach and education. The Action Plan also identifies steps for the City of Toronto, such as allowing for more housing, including rental housing.



Infill townhouses keep families in the City

Policies

1. A full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

2. The existing stock of housing will be maintained and replenished. New housing supply will be encouraged through intensification and infill that is consistent with this Plan.

3. Investment in new rental housing, particularly affordable rental housing, will be encouraged by a co-ordinated effort from all levels of government through implementation of a range of strategies, including effective taxation, regulatory, administrative policies and incentives.

4. Where appropriate, assistance will be provided to encourage the production of affordable housing either by the City itself or in combination with senior government programs and initiatives, or by senior governments alone. Municipal assistance may include:

   a) in the case of affordable rental housing and in order to achieve a range of affordability, measures such as: loans and grants, land at or below market rates, fees and property tax exemptions, rent supplement and other appropriate assistance; and
   b) in the case of affordable ownership housing provided on a long term basis by non-profit groups, especially affordable low rise family housing, measures such as: land at or below market rate, fees exemption and other appropriate forms of assistance; and
   c) with priority given to non-profit and non-profit co-operative housing providers.

5. Significant new development on sites containing six or more rental units, where existing rental units will be kept in the new development:

   a) will secure as rental housing, the existing rental housing units which have affordable rents and mid-range rents; and
   b) may secure any needed improvements and renovations to the existing rental housing, in accordance with and subject to Section 5.1.1 of this Plan, without pass-through of such costs in the rents to tenants.

6. New development that would have the effect of removing all or a part of a private building or related group of buildings, and would result in the loss of six or more rental housing units will not be approved unless:

   a) all of the rental housing units have rents that exceed mid-range rents at the time of application, or
   b) in cases where planning approvals other than site plan are sought, the following are secured:

i) at least the same number, size and type of rental housing units are replaced and maintained with rents similar to those in effect at the time the redevelopment application is made;
ii) for a period of at least 10 years, rents for replacement units will be the rent at first occupancy increased annually by not more than the Provincial Rent Increase Guideline or a similar guideline as Council may approve from time to time; and
iii) an acceptable tenant relocation and assistance plan addressing the right to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship, or

c) in Council's opinion, the supply and availability of rental housing in the City has returned to a healthy state and is able to meet the housing requirements of current and future residents. This decision will be based on a number of factors, including whether:
i) rental housing in the City is showing positive, sustained improvement as demonstrated by significant net gains in the supply of rental housing including significant levels of production of rental housing, and continued projected net gains in the supply of rental housing;
ii) the overall rental apartment vacancy rate for the City of Toronto, as reported by the Canada Mortgage and Housing Corporation, has been at or above 3.0 per cent for the preceding four consecutive annual surveys;
iii) the proposal may negatively affect the supply or availability of rental housing or rental housing sub-sectors including affordable units, units suitable for families, or housing for vulnerable populations such as seniors, persons with special needs, or students, either in the City, or in a geographic sub-area or a neighbourhood of the City; and
iv) all provisions of other applicable legislation and policies have been satisfied.

7. Redevelopment of social housing properties, including those which propose a mix of housing including varying levels of rental assistance, varying housing types and forms and/or the inclusion of affordable ownership housing options, that would have the effect of removing a social housing building or related group of buildings containing one or more social housing units, will secure:

a) full replacement of the social housing units;
b) replacement social housing units at rents similar to those at the time of the application, including the provision of a similar number of units with rents geared to household income; and
c) an acceptable tenant relocation and assistance plan addressing provision of alternative accommodation for tenants at similar rents, including rent-geared-to-income subsidies, right-of-first-refusal to occupy one of the replacement social housing units and other assistance to mitigate hardship.

8. The conversion to condominium, or the severance or subdivision, of any building or related group of buildings, containing six or more rental housing units will not be approved unless:

a) all of the rental housing units have rents that exceed mid-range rents at the time of application, or
b) in Council's opinion, the supply and availability of rental housing in the

City has returned to a healthy state and is able to meet the housing requirements of current and future residents. This decision will be based on a number of factors, including whether:

i) rental housing in the City is showing positive, sustained improvement as demonstrated by significant net gains in the supply of rental housing including significant levels of production of rental housing, and continued projected net gains in the supply of rental housing;
ii) the overall rental apartment vacancy rate for the City of Toronto, as reported by the Canada Mortgage and Housing Corporation, has been at or above 3.0 per cent for the preceding four consecutive annual surveys;
iii) the proposal may negatively affect the supply or availability of rental housing or rental housing sub-sectors including affordable units, units suitable for families, or housing for vulnerable populations such as seniors, persons with special needs, or students, either in the City, or in a geographic sub-area or a neighbourhood of the City; and
iv) all provisions of other applicable legislation and polices have been satisfied.

9. Large residential developments provide an opportunity to achieve a mix of housing in terms of types and affordability. On large sites, generally greater than 5 hectares in size:

a) a minimum of 30 per cent of the new housing units will be in forms other than single-detached and semi-detached houses, such as row housing, triplexes and multi-unit residential buildings; and
b) in accordance with and subject to Section 5.1.1 of this Plan where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20 per cent of the additional residential units as affordable housing. This affordable housing contribution may take the form of affordable housing constructed on-site or the conveyance of land in the development to the City for the purpose of affordable housing, or, at the discretion of the City:
   i) with the agreement of the developer, affordable housing units constructed near the development site or elsewhere in the City;
   ii) the conveyance of land to the City for the purpose of affordable housing near the proposed development site; or
   iii) cash in lieu for the purpose of constructing affordable housing in or near the proposed development site.

Housing Definitions

Rental housing is a building or related group of buildings containing one or more rented residential units, including vacant units that have been used for rented residential purposes, and units that are being or have last been used for rented residential purposes in equity co-operative or co-ownership housing, but does not include condominium-registered or life-lease units.

Rental property means the land upon which rental housing is located.

A **related group of buildings** are buildings that are under the same ownership and on the same parcel of land as defined in section 46 of the

Planning Act, as may be amended from time to time or form part of the same development application.

Affordable rental housing and **affordable rents** means housing where the total monthly shelter cost (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation.

Affordable ownership housing is housing which is priced at or below an amount where the total monthly shelter cost (mortgage principal and interest – based on a 25-year amortization, 10 per cent down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada at the time of application – plus property taxes calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation. Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit.

Mid-range rents are the total monthly shelter costs which exceed affordable rents but fall below one and one-half times the average City of Toronto rent, by unit type, as reported annually by Cabada Mortgage and Housing Corporation.

Social housing refers to rental housing units which are owned by a non-profit housing corporation, including housing provided by non-profit housing co-operatives to their members, and which are produced or funded under government programs providing comprehensive funding or financing arrangements, whether or not in partnership with municipal government.

Community services contribute to our quality of life

3.2.2 COMMUNITY SERVICES AND FACILITIES

Addressing the quality of life and health and well-being of Toronto's communities requires effective and co-ordinated planning, the involvement of all human services sectors and investment in a comprehensive social infrastructure. Social infrastructure includes the whole system of government and community resources, programs, facilities and social networks that contribute to people's health, safety, mobility and wellbeing. Strategic investment in social infrastructure encourages greater levels of equity, equality, access, participation and social cohesion across the City and within communities.

Locally-delivered community services also form part of the essential support to people living and working in Toronto and are the building blocks of our neighbourhoods. These community services are as important to the City's future as "hard" services like sewer, water, roads and transit.

The Waterfront School, The City School, St. Stephen's Waterfront Child Care Centre and Harbourfront Community Centre all share the same building

CHAPTER THREE

For the City and local agencies to deliver services and meet community needs, they require ready access to community service facilities such as community and recreation centres, arenas, community health clinics, community gardens and publicly funded schools and libraries, located across the City and within neighbourhoods.

An existing network of community facilities provides a strong foundation upon which to build. Preserving and improving access to facilities in established neighbourhoods and providing for a full range of community services and facilities in areas experiencing major or incremental physical growth, is a responsibility to be shared by the City, public agencies and the development community. Making the best use of what we have, promoting shared use and shared responsibility and preparing for growth and change are hallmarks of a strong future.

The City's ability to grow wisely depends on responding in a timely way to the demand for new or additional services and facilities generated as the population grows. To ensure this kind of timely response, a standard component of local community planning must be a strategy setting out the facilities required to expand the capacity of local service providers.

Toronto Children's Charter

The *Toronto Children's Charter* adopted by Council summarizes the rights and freedoms to which all Toronto children are entitled, and the City's responsibility to ensure that its most vulnerable residents have access to a fair share of society's resources.

Based on the entitlements in the *Charter*, a Report Card is issued each year assessing the overall wellbeing of the city's children. A companion Annual Action Plan is submitted to Council during the budget process to assist the City in meeting its responsibilities to children. The Official Plan plays a role in advancing the *Charter's* principles, particularly related to availability and access to services, adequate housing and other basic needs that must be fulfilled to achieve a healthy and good quality of life.

Policies

1. Adequate and equitable access to community services and local institutions will be encouraged by:
   a) providing and preserving local community service facilities and local institutions across the City dedicated to this purpose;
   b) improving and expanding local community service facilities and local institutions in established neighbourhoods that are under or poorly served; and
   c) ensuring that an appropriate range of community services and facilities and local institutions are provided in areas of major or incremental physical growth.

2. Keeping surplus schools for community service purposes will be pursued where the need for such facilities has been identified as a priority. Where this is not feasible, alternate uses of closed schools must be compatible with the surrounding neighbourhood and should provide City residents with continued access to school playgrounds and playing fields.

3. Shared use of multi-service facilities will be encouraged. Shared use of municipal and/or school facilities, places of worship and lands for community service purposes will be particularly encouraged. The addition of other uses on school sites, including other community service facilities, residential units or office space, is permitted provided all uses can be adequately accommodated.

4. Council recognizes that schools are an integral community resource that serve not only as learning institutions but also as socio-cultural centres and a source of valuable community open space. The City will encourage and promote the shared use of schools, parks and public open space. The City will consider acquiring publicly owned school sites, shown on Map 7, for parks and open space purposes should they no longer be needed as learning institutions.

5. Strategies for providing new social infrastructure or improving existing community service facilities will be developed for areas that are inadequately serviced or experiencing major growth or change and will be informed through the preparation of a community services strategy, which will include:
   a) a demographic profile of area residents;
   b) an inventory of existing services within the area, or readily accessible to area residents;
   c) identification of existing capacity and service gaps in local facilities;
   d) identification of local priorities;
   e) recommended range of services and co-location opportunities; and
   f) identification of funding strategies including, but not limited to, funds secured through the development approval process, the City's capital and operating budgets and public/private partnerships.

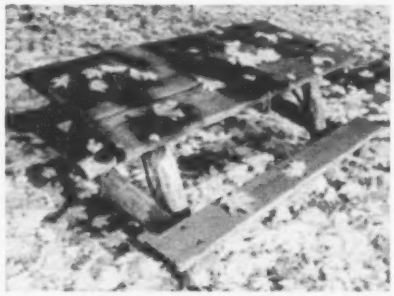
6. Community services strategies and implementation mechanisms will be required for residential or mixed use sites generally larger than 5 hectares and all new neighbourhoods, in order to inform the range of facilities needed to support development.

7. The inclusion of community services facilities will be encouraged in all significant private sector development across the City through development incentives and public initiatives.

Community Services Strategies

Community services strategies, developed in consultation with local residents, service providers and other stakeholders will be initiated in instances where large scale development or major changes in land use are being contemplated. They may also be initiated in response to significant demographic or social change within an identified area. The needs of children and youth require special attention in the development of all community services strategies.

3.2.3 PARKS AND OPEN SPACES



Our exceptional system of green spaces helps make Toronto a healthy and livable City. The City's *Green Space System*, made up of parks and open spaces, the natural heritage system and a variety of privately managed but publicly accessible spaces, is an integral part of our quality of life and social well-being. It provides opportunities for recreation, relaxation and experiencing nature in peace and quiet and contributes to Toronto's competitive advantage as a place to invest.

Our parks, open spaces and natural areas are a diverse and complex system. From local and district parks to the large City parks that punctuate the City's waterfront and river valleys; from parks offering passive respite to those that bustle with active recreation and cultural opportunities; from schoolyards to cemeteries to urban

plazas; from trails to mid-block connections; and community gardens; each piece of the system adds value to the whole.

As Toronto grows and changes, the parks and open space system will need to expand. But our green infrastructure is no different than our roads and sewers. Maintenance and reinvestment in what we have is as important to city-building and our quality of life as adding new land to the inventory. Whether expanding the system, or improving and maintaining it, the challenge is to do so in a way that considers not only the diversity and complexity of the parks and open space system, but also considers the diverse and complex needs of people and neighbourhoods across the City and the physical and financial constraints on our ability to expand.

Gibson Square is part of a new development in *North York Centre*

Policies

1. Toronto's system of parks and open spaces will continue to be a necessary element of city-building as the City grows and changes. Maintaining, enhancing and expanding the system requires the following actions:
   a) adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks;
   b) designing high quality parks and their amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world;
   c) protecting access to existing publicly accessible open spaces, as well as expanding the system of open spaces and developing open space linkages; and
   d) promoting and using private open space and recreation facilities, including areas suitable for community or allotment gardening, to supplement the City's parks, facilities and amenities.

2. Parkland acquisition strategies, including decisions about whether to accept parkland or cash as a condition of development, will take into account a range of factors:
   a) amount of existing parkland as illustrated on Maps 8(A) and (B);
   b) parkland characteristics and quality;
   c) providing safe, stimulating and engaging play spaces for children;
   d) existing natural features of the site;
   e) existing amenities and facilities;
   f) population change, demographic and social characteristics;
   g) anticipated development;
   h) amount of publicly accessible open space;
   i) opportunities to link parks and open spaces;
   j) urban form; and
   k) land availability and cost.

   The City's park planning areas are shown on Map 8(C). The information on Map 8(B) for these park planning areas will be used to require, wherever

possible, that new parkland be provided when development occurs in areas of low parkland provision.

3. The effects of development from adjacent properties, including additional shadows, noise, traffic and wind on parks and open spaces will be minimized as necessary to preserve their utility.

4. All development will be subject to the dedication of 5 per cent of lands for parks purposes for residential development and 2 per cent for all other uses unless the alternative parkland dedication rate applies.

5. An alternative parkland dedication rate of 0.4 hectares per 300 units will be applied to proposals for residential development and for the residential portion of mixed use development as follows:
   a) the development proposal is in a priority area where Council has identified a need for parkland and enacted an Alternative Parkland Dedication By-law;
   b) for sites less than 1 hectare in size, the parkland dedication will not exceed 10 per cent of the development site, net of any conveyances for public road purposes;
   c) for sites 1 hectare to 5 hectares in size, the parkland dedication will not exceed 15 per cent of the development site, net of any conveyances for public road purposes;
   d) for sites greater than 5 hectares in size, the parkland dedication will not exceed 20 per cent of the development site, net of any conveyances for public road purposes;
   e) in no case will the parkland dedication, cash-in-lieu, or combination thereof, be less than 5 per cent of the development site or the value of the development site, net of any conveyances for public road purposes;
   f) where the size, shape or location of the proposed parkland is deemed by Council to be unsuitable for parks or public recreation purposes, Council may require cash-in-lieu. The value of cash-in-lieu will not exceed:
      i) 10 per cent of the value of the development site, net of any conveyances for public road purposes, for sites less than 1 hectare in size;
      ii) 15 per cent of the value of the development site, net of any conveyances for public road purposes, for sites 1 hectare to 5 hectares in size;
      iii) 20 per cent of the value of the development site, net of any conveyances for public road purposes, for sites over 5 hectares in size;
   g) to maximize opportunities to obtain parkland, the dedication of land is preferred to a dedication of cash-in-lieu, especially on sites 1 hectare or greater in size;
   h) any payment of cash-in-lieu of land to be conveyed through the alternative rate provision in excess of 5 per cent of the site area will be used to acquire parkland that is accessible to the area in which the development is located or to improve parks in the vicinity of the development; and
   i) this alternative parkland dedication will not be applied by the City until January 1, 2008. For any complete building permit application that complies with applicable zoning, received prior to January 1, 2008, the City

Types of Parks

In January 2002, Council endorsed the Parkland Acquisition Strategic Directions Report to guide the acquisition of new parkland by the City. That report organized the City's parkland system into two primary categories as follows: *Local Parkland*, which is primarily intended to serve communities within a reasonable walking distance; and *City-wide Parkland*, which is intended to serve residents from across the City. These broad categories of parkland can be further divided into four park types as follows:

Local Parkland

Parkettes: Generally smaller parks with seating and other passive recreation amenities.

Local Parks: Parks that offer a range of neighbourhood-oriented passive and active recreational opportunities.

City-wide Parkland

District Parks: Generally larger, complex parks that draw population from beyond the local community and contain general and specialized passive and recreational opportunities.

City Parks: Parks that provide unique or specialized passive and active recreation amenities, which draw users from across the City.

will apply the alternative parkland dedication of the predecessor municipal Official Plan. A complete building permit application is considered to be an application submitted to the Chief Building Official for an above grade building permit which substantially complies with all technical requirements of the *Building Code Act* and includes the payment of all applicable fees. Any Alternative Parkland Dedication By-law enacted by the City prior to January 1, 2008 will conform to these transition policies.

6. The specific combination of land and/or cash-in-lieu of land will be determined by the City as part of the consideration of each specific proposal. In areas of low parkland provision, being the lowest two quintiles shown on Map 8(B), priority will be given to the creation or improvement of parkland that, wherever possible, is located in or accessible to the park planning area in which the development providing the required parkland contribution is located.

7. Where on-site parkland dedication is not feasible, an off-site parkland dedication that is accessible to the area where the development site is located may be substituted for an on-site dedication, provided that:
   a) the off-site dedication is a good physical substitute for any on-site dedication;
   b) the value of the off-site dedication is equal to the value of the on-site dedication that would otherwise be required; and
   c) both the City and the applicant agree to the substitution.

8. The location and configuration of land to be conveyed should:
   a) be free of encumbrances unless approved by Council;
   b) be sufficiently visible and accessible from adjacent public streets to promote the safe use of the park;
   c) be of a usable shape, topography and size that reflects its intended use;
   d) be consolidated or linked with an existing or proposed park or green space or natural heritage system where possible; and
   e) meet applicable Provincial soil regulations and/or guidelines for residential/parkland uses.

9. Any previously authorized agreements for use of the alternative parkland dedication rate legally in effect at the time of adoption of the Plan are deemed to comply with this Plan.

A new community on the old Maclean Hunter site fits with the existing neighbourhood

3.3 BUILDING NEW NEIGHBOURHOODS

Once a decision has been made to develop an area as a new neighbourhood, a comprehensive planning framework is required. New neighbourhoods will usually need new infrastructure, streets,

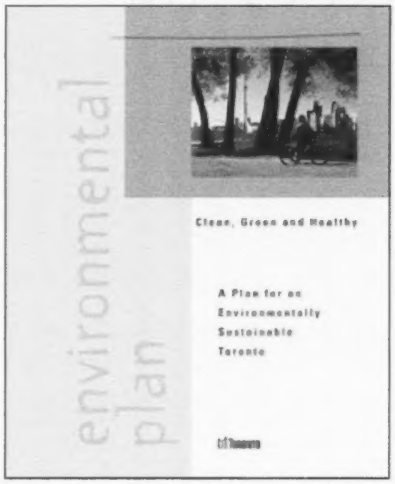
parks and local services to support new development and connect it with the surrounding fabric of the City. They must also function as communities, not just housing. The general approach to planning new neighbourhoods follows, but more detailed guidance will be found in other parts of the Plan.

Policies

1. New neighbourhoods will have a comprehensive planning framework reflecting the Plan's city-wide goals as well as the local context. The framework should include:
   a) the pattern of streets, development blocks, open spaces and other infrastructure;
   b) the mix and location of land uses;
   c) a strategy to provide parkland and to protect, enhance or restore natural heritage;
   d) a strategy to provide community services and local institutions; and
   e) a strategy to provide affordable housing.

2. New neighbourhoods will be viable as communities. They should have:
   a) a community focal point within easy walking distance of the neighbourhood's residents and workers;
   b) a fine grain of interconnected streets and pedestrian routes that define development blocks;
   c) a mix of uses and a range of building types;
   d) high quality parks, community recreation centres, open space and public buildings; and
   e) services and facilities that meet the needs of residents, workers and visitors.

3. New neighbourhoods will be carefully integrated into the surrounding fabric of the City. They will have:
   a) good access to transit and good connections to the surrounding streets and open spaces;
   b) uses and building scales that are compatible with surrounding development;
   c) community services and parks that fit within the wider system; and
   d) a housing mix that contributes to the full range of housing.



Toronto's Environmental Plan

The City's *Environmental Plan*, which contains a comprehensive and wide ranging set of actions to improve the health of our natural environment, complements the Official Plan. The *Environmental Plan's* environmental principles are reflected in the city-building objectives of this Plan:

1. **Protect**
   - conserve our environmental capital and live off the interest; and
   - protect the healthy elements of our natural environment.
2. **Prevent**
   - anticipate and prevent pollution of the air, land and water; and
   - be cautious in dealing with possible impacts on human or environmental health.
3. **Reduce** consumption of natural resources and strive for greater self-sufficiency.
4. **Restore**
   - regenerate and naturalize degraded habitats and linked green spaces;
   - remediate contaminated soils, groundwater and sediments; and
   - restore hydrological cycles, watersheds and river systems.
5. **Integrate** environmental factors into decisions.

3.4 THE NATURAL ENVIRONMENT

Strong communities and a competitive economy need a healthy natural environment. Clean air, soil and water and abundant trees, parks and open spaces, underlie our health and well-being and

attract people to work and invest in the City. Building the City while protecting and enhancing the natural environment is the aim of good stewardship. The natural environment is complex. It does not recognize boundaries and there are limits to the stresses resulting from human activity that it can absorb. To be good stewards of the natural environment we must acknowledge that it has no boundaries and we must respect its limits.

By promoting growth in locations and in forms that support the use of transit, we will reduce energy consumption and air pollution caused by auto use. Through better "green design" we can save energy and reduce the impacts of stormwater run-off. Environmental considerations must also be part of our everyday decision making because interaction with the environment is constant. The impacts of growth on the natural environment must be anticipated and assessed if we are to have a healthy environment.

Our natural heritage features and functions require special attention. They are an evolving mosaic of natural habitats that supports the variety of nature in the City. The City's significant natural heritage features and functions are shown as the natural heritage system on Map 9. The natural heritage system is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in our city-building decisions. We must be careful to assess the impacts of new development in areas near the natural heritage system. The size of this adjacent impact zone will vary across the City, depending on the local characteristics of the natural heritage system and adjacent areas. The natural heritage system shown on Map 9 is an evolving natural system that may grow beyond these boundaries. There are other areas with natural heritage value that are not shown on the map. As well, there may be other such areas in the future that will have to be identified and protected.

The urban forest is essential to the City's character. More than three million trees dominate our ravines, line our boulevards and beautify our parks. They provide shade and habitat, help clean the air, contribute to the green links between our streets, neighbourhoods, employment areas and parks, and support ecosystem diversity. City-building and development pressures, however, can create a difficult environment in which to sustain the urban forest canopy. We must not only protect the existing urban forest, but also enhance it, especially by planting native trees and trees that increase canopy coverage and diversity.

Protecting Toronto's natural environment and urban forest should not be compromised by growth, insensitivity to the needs of the environment, or neglect. To this end, proposals for new development may need to be accompanied by a study assessing their impact on the natural environment. We must also be ready to seize opportunities to restore, enhance and extend the natural heritage system through new developments or partnerships with other agencies and institutions.

The TRCA: The City's Partner in Managing the Natural Environment

The Toronto and Region Conservation Authority plays an important role in managing Toronto's natural environment. The Authority:

- safeguards, manages and restores rivers, lakes, woodlands, wetlands and natural habitat;
- protects life and property from flooding erosion; and
- provides educational and recreational opportunities for the public.

The Authority's 'Living City' vision focuses on three objectives; healthy rivers, regional biodiversity, and sustainable living.

The TRCA was a partner in the Natural Heritage Study which identified the natural heritage system for the Plan, as well as advancing the Living City vision. The Plan sets the stage for the City and the TRCA to continue its partnership to create the healthy sustainable co-existence and integration of natural ecosystems with human communities in the City and the region beyond.

Managing Water Consumption

Expansions to the City's water and wastewater treatment infrastructure is necessary to serve population and employment growth. The City's *Water Efficiency Plan* implements water conservation measures that will offset the need to expand infrastructure. The *Water Efficiency Plan* also provides other benefits such as avoided energy and chemical costs and reduced carbon dioxide emissions.

This Plan looks at the natural environment as a series of "layers". The natural heritage system shown on Map 9 is one layer and hazard lands regulated by the Toronto Region and Conservation Authority are another. In turn, the policies for the *Green Space System* and the *Parks and Open Space Areas* designation provide a clearer guide to the limits on development contemplated for some key elements of the natural environment.

Policies

1. To support strong communities, a competitive economy and a high quality of life, public and private city-building activities and changes to the built environment, including public works, will be environmentally friendly, based on:
   a) protecting and improving the health of the natural ecosystem, by:
      i) minimizing air, soil and water pollution;
      ii) recognizing rainwater and snowmelt as a resource to improve the health of Toronto's watercourses and the near shore zones of Lake Ontario;
      iii) managing the quantity and improving the quality of stormwater and groundwater infiltration and flows;
      iv) cleaning-up contaminated soils, sediment, groundwater, rivers and buildings;
      v) mitigating the unacceptable effects of noise; and
      vi) minimizing the release and proliferation of invasive species and mitigating their impacts;
   b) protecting, restoring and enhancing the health and integrity of the natural ecosystem, supporting bio-diversity in the City and targeting ecological improvements, paying particular attention to:
      i) habitat for native flora and fauna and aquatic species;
      ii) water and sediment quality;
      iii) landforms, ravines, watercourses, wetlands and the shoreline and associated biophysical processes; and
      iv) natural linkages between the natural heritage system and other green spaces;
   c) addressing environmental stresses caused by the consumption of natural resources, by reducing:
      i) the amount of solid waste requiring disposal in landfill and by promoting programs for reducing, reusing, recycling and composting;
      ii) consumption of water and generation of wastewater;
      iii) energy consumption; and
      iv) reliance on carbon-based fuels for energy;
   d) preserving and enhancing the urban forest by:
      i) providing suitable growing environments for trees;
      ii) increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees; and
      iii) regulating the injury and destruction of trees;
   e) reducing the risks to life, health, safety, property, and ecosystem health that are associated with flooding, unstable slopes and erosion and contaminated lands; and

Managing Air Quality

The *Environmental Plan* recommended that the City develop a comprehensive strategy to make Toronto's air clean and free of harmful levels of pollutants. The strategy will provide a road map for the City to protect and enhance the integrity of our air as a critical component of the natural ecosystem. It will include measures that address the City's own operations, as well as monitoring, funding, co-ordination with other levels of government and linkages between the public sector and non-governmental organizations.

Identifying Hazard Lands

Hazard Lands are areas which because of their susceptibility to flooding or unstable slopes or soils, will be hazardous to life and property if developed. To implement the general direction of prohibiting development to protect hazard lands, the floodplain and the top-of-bank have to be identified in different situations and locations across the City.

The floodplain is the area adjoining a watercourse that has been or may be covered by floodwater generated by severe storms.

The top-of-bank is the break at the top of the side slope of a valley, bluff, or landform that distinguishes them from the surrounding landscape. Where the slope is unstable, the location of the top-of-bank will be estimated to allow for future erosion, using a variety of methods, including field investigations and geotechnical studies.

Floodplain adjacent to the Humber River

Regulating Hazards

The City has limited discretion in the regulation and management of flooding and erosion. The Provincial policy generally directs development to areas outside of hazard lands, especially flood channels and beaches and imposes strict requirements for development that may be permitted in a floodplain.

Development is permitted in *Special Policy Areas* which are parts of the community that have historically existed in the floodplain and where stringent control of development would result in significant social and economic hardships to the community. Large areas of Downtown Toronto and Hoggs Hollow near Yonge and York Mills are *Special Policy Areas*.

The most important documents for managing hazards in Toronto are the Provincial Policy Statement (March 2005), and the Toronto and Region Conservation Authority's Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses (Regulation 166/06), which it administers in accordance with its Valley and Stream Corridor Management Program (October 1994).

Managing Wet Weather Flow

Wet weather flow (stormwater and snowmelt) has degraded Toronto's environment as the City has developed, particularly because it pollutes rivers and the lake and also because it causes flooding and erodes the streams and valleys.

A *Wet Weather Flow Management Master Plan* with associated policies and guidelines was developed to improve the way that wet weather flow is handled. This Master Plan provides a broad context from which to review all municipal undertakings and development activities affecting wet weather flow. Its key principles are:

- that rainwater and snowmelt is a valuable resource;
- that wet weather flow should be managed on a watershed basis; and
- that wet weather flow is most effectively managed where it falls, before it enters the sewers, watercourses or the Lake.

Effects of stormwater runoff on Lake Ontario

f) reducing the adverse effects of stormwater and snow melt based on a hierarchy of watershed-based wet weather flow practices which recognize that wet weather flow is most effectively managed where it falls, supplemented by conveyance, then end-of-pipe solutions.

2. New development will include stormwater management in accordance with best management practices. This should include source control and on-site facilities to manage stormwater where rain and snow fall, and to ensure it does not produce a net increase in stormwater flows or degrade stormwater quality. On-site facilities are not always feasible, in which case alternative management solutions will be considered.

3. A study will be required, when appropriate, to assess a proposed development's impact on the natural environment and propose measures to reduce negative impacts on and where possible improve, the natural environment.

4. Abandoned wells will be properly decommissioned, and subsurface construction activities near sensitive surface and groundwater features will minimize impacts on groundwater flows.

Decision by O.M.B. not yet determined.

5. Development is prohibited within the floodplain, except for buildings and structures in *Special Policy Areas* shown on Maps 10 and 11, which must be protected from flooding to at least the 350-year flood level.

6. Areas within the floodplain may only be used for activities that:
   a) retain existing topography;
   b) protect, restore or improve existing natural features and functions;
   c) do not result in unacceptable risks to life or property; and
   d) minimize the need to mitigate and remediate floods, erosion and damage to the natural ecosystem.

7. Utilities or services may be located within, or cross the floodplain, including:
   a) transportation and above-ground utilities, which may be permitted only to cross the floodplain if there is no reasonable alternative; and
   b) underground utilities, flood or erosion control, stormwater management, and conservation.

8. Development will be set back from the following locations by at least 10 metres, or more if warranted by the severity of existing or potential natural hazards:
   a) the top-of-bank of valleys, ravines and bluffs;
   b) other locations where slope instability, erosion, flooding, or other physical conditions present a significant risk to life or property; and
   c) other locations near the shoreline which may be hazardous if developed because of flooding, erosion or dynamic beach processes.

   Minor additions or alterations to existing development, replacement structures and accessory structures are exempt from this policy.

9. Land below the top-of-bank, or other hazard lands, may not be used to calculate permissible density in the zoning by-law or used to satisfy parkland dedication requirements.

10. Development is generally not permitted in the natural heritage system illustrated on Map 9. Where the underlying land use designation provides for development in or near the natural heritage system, development will:
    a) recognize natural heritage values and potential impacts on the natural ecosystem as much as is reasonable in the context of other objectives for the area; and
    b) minimize adverse impacts and when possible, restore and enhance the natural heritage system.

11. Consents to sever land or approval of plans of subdivision will not be permitted for any parcel of land that is entirely within or part of the natural heritage system unless:
    a) the land is being conveyed to the Toronto and Region Conservation Authority or other public agencies;
    b) the land is within an approved *Special Policy Area*; or
    c) an assessment of the impacts to the natural heritage system has been satisfactorily completed.

Decision by O.M.B. not yet determined.

12. All proposed development in or near the natural heritage system will be evaluated to assess the development's impacts on the natural heritage system and identify measures to mitigate negative impact on and/or improve the natural heritage system, taking into account the consequences for:
    a) terrestrial natural habitat features and functions including wetlands and wildlife habitat;
    b) known watercourses and hydrologic functions and features;
    c) significant physical features and land forms;
    d) riparian zones or buffer areas and functions;
    e) vegetation communities and species of concern; and
    f) significant aquatic features and functions including the shoreline of Lake Ontario.

    To assist this evaluation, an impact study may be required in accordance with guidelines established for this purpose.

13. Areas of land or water within the natural heritage system with any of the following characteristics are particularly sensitive and require additional protection to preserve their environmentally significant qualities:
    a) habitats for vulnerable, rare, threatened or endangered plant and/or animal species and communities that are vulnerable, threatened or endangered within the City or the Greater Toronto Area; or
    b) rare, high quality or unusual landforms created by geomorphological processes within the City or the Greater Toronto Area; or
    c) habitats or communities of flora and fauna that are of a large size or have an unusually high diversity of otherwise commonly encountered biological communities and associated plants and animals; or
    d) areas where an ecological function contributes appreciably to the healthy maintenance of a natural ecosystem beyond its boundaries, such as serving as a wildlife migratory stopover or concentration point, or serving as a water storage or recharge area.

The Natural Heritage System and Inventory

Toronto's natural heritage system is an evolving mosaic that integrates the following features and functions:

- significant landforms and physical features, including drumlins and the Lake Iroquois shorecliff;
- watercourses and hydrological features and functions;
- the riparian zone which encompasses the aquatic habitat adjacent to the watercourse that is essential to a healthy stream;
- valley slopes and floodplains;
- terrestrial natural habitat types, including forest, wetland, successional, meadow, and beaches and bluffs;
- significant aquatic features and functions;
- vegetation communities and species of concern; and
- significant biological features that are directly addressed by Provincial policy, such as Areas of Natural and Scientific Interest.

The natural heritage system is illustrated on Map 9, which is not a statutory map. When development is proposed on or near lands shown as part of the natural heritage system, the proposed development's impact on the system is to be evaluated and an impact study may be required. As part of the evaluation, the natural heritage features on or near the property in question and their location will be more precisely defined.

The City of Toronto and the Toronto and Region Conservation Authority have developed an Inventory, as part of a Natural Heritage Study, which identifies and contains data on the various components of the natural heritage system and provides strategic direction for improving the natural ecosystem and increasing biodiversity. This inventory information, and any other relevant information provided through impact studies, will be made public, subject to statutory constraints, and used to evaluate development proposals and identify priority locations where the system should be protected, restored and enhanced.

Further study and fieldwork will continue to expand and refine the inventory and assist in identifying areas that are particularly sensitive. Where areas of local and regional environmental significance are identified using the criteria in Policy 13, these areas will be identified on Map 12 through amendment to the Plan. Based on information available as of the approval date of this Plan, only those environmentally significant areas of local and regional importance in the former City of Toronto have been identified on Map 12. As additional fieldwork is completed, this map will be amended to add such environmentally significant areas in other parts of the City.

The City will, as expeditiously as is practicable, comprehensively identify environmentally significant areas within the natural heritage system.

Development will not occur on lands within the natural heritage system that exhibit any of these characteristics. Activities will be limited to those that are compatible with the preservation of the natural features and ecological functions attributed to the areas. An impact study, as referred to in Policy 12, will be required for any proposed undertaking in those areas not already the subject of an Environmental Assessment under the *Environmental Assessment Act*.

Known areas exhibiting these environmentally significant characteristics will be shown on Map 12.

14. Provincially significant natural heritage features will be protected by:
    a) prohibiting development or site alteration in provincially significant wetlands or significant portions of the habitat of threatened or endangered species;
    b) only permitting development in the following locations if it has been demonstrated, through a study, that there will be no negative impacts on the natural features or the ecological functions for which the area is identified:
        i) lands adjacent to provincially significant wetlands or significant portions of the habitat of threatened or endangered species;
        ii) in or on lands adjacent to fish habitat; and
        iii) in or on lands adjacent to provincially significant woodlands, valleylands, wildlife habitat, and areas of natural and scientific interest.

15. Protecting, restoring and enhancing the natural heritage system will recognize the joint role of, and opportunities for, partnerships among public and private landowners, institutions and organizations.

16. Lakefilling projects in Lake Ontario will be supported only where:
    a) the land created will be used for public recreation purposes or essential public works; and
    b) the project has been the subject of an Environmental Assessment which ensures that water quality and quantity will be protected or enhanced.

17. Minor lakefilling activities will be supported for the purposes of:
    a) stabilizing slope and shoreline;
    b) creating or enhancing aquatic habitat;
    c) naturalizing the shoreline;
    d) improving water quality; or
    e) where appropriate, providing public access to the water's edge.

18. Innovative energy producing options, green industry and green building designs and construction practices will be supported and encouraged in building renovation and redevelopment through:
    a) innovative methods of reducing stormwater flows;
    b) advanced water conservation and efficiency measures;
    c) designs that facilitate waste reduction and recycling and other innovative

waste management technologies and practices;
d) establishing and extending district heating and cooling facilities, wind and solar power installations and other renewable energy systems;
e) the use of advanced energy-efficient technologies that are consistent with high energy efficiency standards, design features and construction practices; and
f) the development of innovative green spaces such as green roofs, and designs that will reduce the urban heat island effect.

19. Development, redevelopment and infrastructure that will assist in achieving green house gas emissions reductions, consistent with international, national and municipal targets will be encouraged.

20. New development is encouraged to connect to district heating and cooling facilities where feasible.

21. Major facilities such as airports, transportation/rail infrastructure, corridors and yards, waste management facilities and industries and sensitive land uses such as residences and educational and health facilities will be appropriately designed, buffered and/or separated from each other to prevent adverse effects from noise, vibration, odour and other contaminants, and to promote safety. To assist in identifying impacts and mitigative measures, the proponent may be required to prepare studies in accordance with guidelines established for this purpose. The proponent will be responsible for implementing any required mitigative measures.

22. Redevelopment of large industrial sites, including brownfield sites, should receive special attention to achieve high standards of pollution abatement, green roof technology and/or alternative energy production, such as co-generation, hydrogen energy or renewable energy.

23. Prior to development occurring on known or potentially contaminated sites, or on sites on or within 500 metres (or within a previously determined area of influence) of a known or suspected former waste disposal site, potential adverse impacts will be identified and assessed through a study, and any measures needed to remediate or mitigate the contamination will be identified and implemented.

3.5 TORONTO'S ECONOMIC HEALTH

Toronto's diverse economy has been our strength over many years. It has helped us to weather economic downturns and has been the source of opportunities for the incubation of new enterprises. This strong economic base has provided a wealth of opportunity for the City's growing labour force and has been a factor in attracting new residents from elsewhere in Canada and from around the world. Increasing global connectivity of key firms and clusters, along with new economic opportunities and connections brought to Toronto by immigrants from around the world, mean that Toronto's economy

Council's Strategic Plan and the *Economic Development Strategy* both guide projects to meet the goals of supporting our diverse economic base, creating employment opportunities for Torontonians across the City, bringing new wealth to Toronto through the export of products and services and of improving the City's fiscal position by growing the commercial and industrial assessment base. These goals are also fundamental to the city-building objectives of the Official Plan.

is "plugged into" the rest of the world in ways hardly imaginable 30 years ago.

Council has adopted an *Economic Development Strategy* designed to build on our strengths and address weaknesses in our economic outlook. The actions that arise from this Strategy will be revised over time as conditions in markets and in the work force change. What role does the Official Plan play in sustaining and improving Toronto's economic health?

As a plan to guide the long term physical growth of the City, the Official Plan will help create economic opportunity in the way that it directs growth, guides land use activity and the construction of new buildings. It can also improve our economic health by supporting improvements to the foundations of economic competitiveness.

By designating areas suitable for population and job growth, this Plan creates opportunities for development to accommodate diverse business ventures *Downtown*, in the *Centres*, along the *Avenues* and in the *Employment Districts*. By moving away from specialized single-use districts and emphasizing the mixing of urban activities, this Plan sets out flexible and adaptive policies to meet the changing economic conditions of the future and create a vibrant City.

3.5.1 SUPPORTING THE FOUNDATIONS OF COMPETITIVENESS

Today, the real competitive advantage for urban economies lies in the foundations that support growth in economic clusters that bring new wealth to the region:

- a well-educated, highly-skilled labour force;
- research and development leading to innovation;
- access to financial capital;
- adequate infrastructure, including advanced information and communications networks;
- a dynamic business climate;
- an enviable quality of life; and
- safe, cohesive, congenial and inclusive neighbourhoods.

"A cluster is a set of inter-linked private sector industries and public sector institutions, whose final production reaches markets outside of the region. ...An expanding export base - or competitive clusters - is the key to the economic prosperity of the City. In an increasingly open economy, the increasing consumption of certain types of imports is not only inevitable, but is a key aspect of rising living standards. This can only be sustained by rising exports."

Toronto Competes, Feb. 2000

The latter is perhaps most important as it encompasses all elements of city living. This Plan has policies and an implementation framework to improve Toronto's quality of life overall and create a broad base for economic growth.

Investment in the foundations that are critical to Toronto's growing economy will help to achieve the goals of economic competitiveness and prosperity. This Plan's growth strategy and policies support these economic foundations by:

- encouraging quality architecture and urban design;

- protecting *Employment Districts* from incursion of non-economic activity;
- investing in *Employment Districts* and other strategic locations for business development;
- directing growth to key locations with high transit accessibility;
- investing in communities and neighbourhoods to create a range of housing opportunities for Toronto's labour force;
- permitting a wide range of business activity in appropriate locations across the City; and
- improving the quality of our *Green Space System* and showing respect for our natural heritage.

Policies

1. Economic opportunities will grow with the success of this Plan's strategy to manage growth and change in ways that:
   a) guide development to parts of the City where it will be most suitable;
   b) facilitate this development through clear, easily understood rules;
   c) encourage high quality architecture and urban design in new development; and
   d) ensure high quality urban infrastructure to support growth.

2. Universities, colleges and hospitals will be supported in efforts to better serve residents and businesses throughout the region by:
   a) creating and advancing research and development alliances;
   b) creating new enterprises in partnership with the business community on campuses;
   c) linking to the growth of biomedical and biotechnology enterprises; and
   d) developing the skills of Toronto's labour force as organizational and technological innovations shape economic prospects.

3. Investment on the part of public agencies or through partnership agreements will ensure that key competitive infrastructure will be maintained, improved and extended in the following areas:
   a) roads and public transit;
   b) water and sewer lines;
   c) reliable supply of energy sources including electricity, natural gas and district heating and cooling;
   d) telecommunications networks; and
   e) access to Pearson International Airport.

3.5.2 CREATING A CULTURAL CAPITAL

A great city offers and promotes a vibrant cultural life. It recognizes the contribution the arts make to the quality of life of its residents.

The City's *Culture Plan* will position Toronto as a "Creative City", a leading international culture capital. The Official Plan policies support these efforts.

For Toronto to become one of the great cities of the 21st century, we will need to nurture leading-edge imagination and build on the strength of our rich diversity of cultural expression. A flourishing cultural life is a magnet attracting new residents to the City and convincing existing residents to stay.

Arts and cultural activities, including expressions of popular culture, crafts and multiculturalism associated with everyday activities, enrich the day-to-day quality of life of Toronto's residents and workers and play an important role in the look and feel of the City, our collective identity and the image we project beyond Toronto's borders. Our cultural industries are also an important sector of our local economy. Strategic municipal support for our cultural capital will contribute to a healthy City economy, promote cultural tourism and help us to be competitive in attracting and keeping businesses, particularly in the relatively mobile knowledge-based industries.

There is a critical role for the City to play in keeping existing and creating new performance venues, studios, rehearsal and administrative spaces, galleries and museums. We can also continue to welcome film production and location filming throughout Toronto. Community arts endeavours in the hundreds of libraries and community, cultural and recreation centres should also be supported in order to provide opportunities for people of all ages and cultural backgrounds to experience arts and cultural activities and explore their creativity. Some of our surplus municipal properties could be dedicated to arts and cultural centres while we encourage other levels of government to do likewise.

Policies

1. A full range of arts and cultural activities, from community-based endeavours to nationally prominent institutions, will be promoted and supported in Toronto to express the cultural diversity of our communities.

2. The arts and cultural community will have access to City owned facilities and properties, including surplus properties, for non-profit community arts performance venues, arts education and training programs, studio, rehearsal, storage and administrative space.

3. The inclusion of new, not-for-profit arts and cultural facilities in development will be promoted through development incentives and public initiatives.

4. The arts and cultural community will be encouraged to participate in local design and beautification efforts.

5. Concentrations of cultural activities will be promoted to create arts districts and corridors that can collectively draw visitors and revitalize communities.

3.5.3 THE FUTURE OF RETAILING

Shopping malls continue to expand and update to keep pace with consumer demands

The pattern of retail activity in Toronto has evolved over time and includes a full spectrum of convenience stores in neighbourhoods, traditional "main street" shopping districts, small plazas, large shopping malls, big box stores and "power centres" and speciality retail districts like Yorkville that are also tourist destinations. The retail sector has seen some dramatic shifts over the past 25 years. The enclosed shopping mall has only been developed within our lifetime.

Big box retailing has only become a force in the 1990's. Grocery stores are getting larger, convenience shopping has shifted, ethnic shopping malls have developed and new entertainment-based retail concepts are becoming the norm in everything from restaurants and movie theatres to entire shopping areas. These changes have challenged the notion of planned hierarchies of shopping plazas that was built into communities constructed between 1950 and 1980.

These are major changes. Retailing will continue to be an important part of the economy, however, the retail patterns that exist today are very different from those of 15 to 20 years ago and there is every reason to expect that those patterns will continue to evolve over the next 30 years. The Plan therefore provides the flexibility for owners of retail properties to adapt to changing circumstances. Most existing and proposed major retail areas, shopping malls and commercial districts are within designated *Mixed Use Areas*. Many plazas, malls and arterial roads which previously had permissions for only commercial uses, are designated as *Mixed Use Areas* to permit residential uses as an alternative to or to support existing retail space that is not faring well and to implement the reurbanization goals of the Plan. Major shopping centres can continue to expand for retail purposes or develop as areas of mixed use. New shopping streets will emerge as *Avenues* develop and mature.

Downtown Toronto's retail concentration is the most important and largest in the entire GTA. Indeed, at seven per cent of regional sales, the level of retail activity in the Downtown is extraordinarily high by North American standards - Toronto's Downtown places third behind New York (Manhattan) at eleven per cent and downtown Chicago at nine per cent.

The Future of Downtown Toronto, June 2000

New retail development must also suit the local context and this Plan's objectives. Retail stores are permitted on neighbourhood arterials to reduce auto trips and serve our convenience needs, but they must fit with the physical form and not disturb neighbours. Large scale, stand-alone retail stores or "power centres" that attract significant traffic are limited to major streets in *Employment Areas* and *Mixed Use Areas*. Big box retail stores that are not urban in form and which provide large areas of surface parking are not compatible with the patterns and form of retail that supports the *Downtown* or many of the *Avenues*. As well, new retail development of a significant scale must take into account the potential impact on existing shopping areas and patterns of retail activity.

The Plan also recognizes that traditional shopping streets are more than a place for business. They are centres of community activity that add life to adjacent neighbourhoods and support a walkable City by

Traditional main street shopping

providing everyday essentials such as food. The Plan reinforces the role of traditional shopping streets in communities as the retail fabric of the City continues to evolve.

Policies

1. A strong and diverse retail sector will be promoted by:
   a) permitting a broad range of shopping opportunities for local residents and employees in a variety of settings; and
   b) supporting speciality retailing opportunities that attract tourists and residents of the broader urban region.

2. Traditional retail shopping streets will be improved as centres of community activity by:
   a) encouraging quality development of a type, density and form that is compatible with the character of the area and with adjacent uses;
   b) improving public amenities such as transit and parking facilities, street furniture and landscaping; and
   c) encouraging and supporting effective business associations in these areas.

3. Retail development along the *Avenues* is encouraged and will suit the local context of built form and support the establishment of a high quality pedestrian environment.

4. In order to provide local opportunities for small businesses and maintain the safety, comfort and amenity of shopping areas, zoning regulations for ground floor commercial retail uses in new buildings in new neighbourhoods or in *Mixed Use Areas* along pedestrian shopping strips where most storefronts are located at the streetline, may provide for a maximum store or commercial unit size based on the following considerations:
   a) the prevailing sizes of existing stores and commercial units in the area;
   b) other indicators of opportunities for small business, such as vacancies in existing stores and commercial units;
   c) the provision of a range of store and commercial unit sizes to meet the range of local needs including day-to-day convenience shopping and other household goods and services;
   d) the potential impact of large vacant stores and commercial units at the ground floor level on the safety and comfort of the strip for pedestrians,
   e) the need for 'eyes on the street';
   f) the rhythm and flow of storefronts on the strip; and
   g) the potential for the building design, particularly the street façade, to address the safety, comfort and amenity of the shopping area.

   In commercial heritage conservation districts where the prevailing floorplate size is an important feature of the district's heritage character, the zoning regulations for ground floor commercial retail uses in new buildings must provide for a maximum store or commercial unit size based on the foregoing considerations, and consistent with the heritage conservation district plan.

TORONTO

OFFICIAL PLAN

Chapter Four
LAND USE DESIGNATIONS

CHAPTER FOUR

4. LAND USE DESIGNATIONS

Land use designations are among the Official Plan's key implementation tools for achieving the growth strategy set out in Chapter Two – to direct major growth to some parts of the City and away from others. Each land use designation establishes the general uses that are provided for in each designation. Together, they describe where housing can be built, where stores, offices and industry can locate and where a mix of uses is desired. The land uses provided for in each designation are generalized, leaving it to the Zoning By-law to prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City. The development criteria set out in this chapter for the various land use designations are critical considerations that apply when development proposals are evaluated, but they do not constitute the only considerations. All of the policies of the Plan apply when evaluating development proposals.

A new comprehensive Zoning By-law will be the key regulatory instrument that implements the Official Plan policies and provides regulations and standards that shape the City's built form and land use. The Zoning By-law will create a framework of regulatory certainty, consistency and clarity. The Zoning By-law regulations will be carefully balanced to identify the commonalities and recognize the differences of the City's various neighbourhoods.

Designations that Reinforce Existing Physical Character

Four land use designations shown on the Plan's land use maps, *Neighbourhoods, Apartment Neighbourhoods, Parks and Open Space Areas,* and *Utility Corridors,* will help to protect and reinforce the existing physical character of these areas.

Toronto's hundreds of low scale residential neighbourhoods, with their distinctive character, together with local institutions, retail and services that serve their populations, are prized by residents. These *Neighbourhoods*, as well as the *Apartment Neighbourhoods*, composed largely of apartment buildings and differentiated because of the scale of buildings, share the objectives for contextual stability, better amenities and environmental sustainability.

Our extensive network of parks, valleys, watercourses and natural areas across the City, captured by the *Parks and Open Space Areas* designation, are to be protected and improved to provide respite, recreation, ecological and hydrological functions and beauty for a growing City.

Finally, the *Utility Corridors* designation is placed on the hydro and rail corridors to preserve the central nervous system of the City – distributing heat, light, power, people and goods throughout the City.

Designations for Growth

Four land use designations distribute most of the increased jobs and population anticipated by the Plan's growth strategy: *Mixed Use Areas, Employment Areas, Regeneration Areas* and *Institutional Areas.*

CHAPTER FOUR

Many of the properties within *Downtown*, the *Centres* and along the *Avenues* are designated *Mixed Use Areas*, encouraging a broad range of commercial, residential, institutional and open space uses. Flexibility is provided for future redevelopment in these areas to accommodate increases in population and jobs along transit lines.

Toronto's industrial districts and suburban office parks are designated *Employment Areas*, reflecting the broad objective of retaining our *Employment Areas* as places of business and developing and intensifying job growth within these areas, especially those areas that can be reached by transit. Another location for future job growth for a maturing City and region are *Institutional Areas*, where our hospitals, university and college campuses, and key government centres can reinforce the new economy linkages needed to sustain Toronto's economic future.

The *Regeneration Areas* designation is applied to areas with significant vacant lands and/or buildings and in need of revitalization as a means of fostering growth and physical change. *Regeneration Areas* policies will attract investment, fill the buildings and bring new life to the streets.

4.1 NEIGHBOURHOODS

Prevailing Building Types

Many zoning by-laws currently permit only single detached houses. The type of dwellings permitted varies among neighbourhoods and these detailed residential use lists are contained in the established zoning by-laws which will remain in place and establish the benchmark for what is to be permitted in the future. If, for example, an existing zoning by-law permits only single detached houses in a particular neighbourhood and the prevailing (predominant) building type in that neighbourhood is single detached dwellings, then the Plan's policies are to be interpreted to allow only single detached dwellings in order to respect and reinforce the established physical character of the neighbourhood, except where the infill development polices of Section 4.1.9 would be applicable. While most *Neighbourhoods* will have one prevailing building type, some may have more. For example, multiples may prevail at the edge, along major streets, while singles prevail in the interior, along local roads.

Toronto's hundreds of *Neighbourhoods* contain a full range of residential uses within lower scale buildings, as well as parks, schools, local institutions and small-scale stores and shops serving the needs of area residents. Lower scale residential buildings in Toronto's *Neighbourhoods* consist of detached houses, semi-detached houses, duplexes, triplexes and townhouses as well as interspersed walk-up apartments that are four storeys or less.

Over the past half-century, scattered high-rise apartment buildings were constructed in the midst of otherwise low scale residential neighbourhoods. The existing higher scale apartments are recognized but no new ones are permitted in areas designated as *Neighbourhoods*.

More recently, as the economy has changed, thousands of Torontonians have begun working from their homes, creating valuable economic activity, enhancing safety by providing "eyes on the street", and reducing trips to work. These home occupations are provided for in *Neighbourhoods* across the City.

Historical development patterns have also added to the variety of local educational uses in *Neighbourhoods*. Policies regarding the suitable integration of schools within the context of *Neighbourhoods* are an important consideration for ensuring quality of life.

Policies

1. *Neighbourhoods* are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in *Neighbourhoods*.

   Low scale local institutions play an important role in the rhythm of daily life in *Neighbourhoods* and include such uses as: schools, places of worship, community centres, libraries, day nurseries and private home daycare, seniors and nursing homes and long-term care facilities, public transit facilities, utility and telecommunications installations, and public services and facilities provided by the local, provincial and federal governments.

2. Schools will provide open space for outdoor student activities and landscaping and will be designed and operated to limit noise, privacy and traffic impacts on neighbouring residents.

3. Small-scale retail, service and office uses are permitted on properties in *Neighbourhoods* that legally contained such uses prior to the approval date of this Official Plan. New small-scale retail, service and office uses that are incidental to and support *Neighbourhoods* and that are compatible with the area and do not adversely impact adjacent residences may be permitted through an amendment to the Zoning By-law, where required, on major streets shown on Map 3, with the exception of portions of streets which have reversed lot frontages. To maintain the residential amenity of *Neighbourhoods*, new small-scale retail, service and office uses will:
   a) serve the needs of area residents and potentially reduce local automobile trips;
   b) have minimal noise, parking or other adverse impacts upon adjacent or nearby residents; and
   c) have a physical form that is compatible with and integrated into the *Neighbourhood*.

4. Apartment buildings legally constructed prior to the approval date of this Official Plan are permitted in *Neighbourhoods*.

Development Criteria in Neighbourhoods

The stability of our *Neighbourhoods'* physical character is one of the keys to Toronto's success.

While communities experience constant social and demographic change, the general physical character of Toronto's residential *Neighbourhoods* endures. Physical changes to our established *Neighbourhoods* must be sensitive, gradual and generally "fit" the existing physical character. A key objective of this Plan is that new development respect and reinforce the general physical patterns in a *Neighbourhood*.

Scattered throughout many *Neighbourhoods* are properties that differ from the prevailing patterns of lot size, configuration and orientation. Typically, these lots are sites of former non-residential uses such as an industry, institution, retail stores, a utility corridor, or are lots that were passed over in the first wave of urbanization. In converting these sites to residential uses, there is a genuine opportunity to add to the quality of *Neighbourhood* life by filling in the "gaps" and extending streets and paths. Due to the site configuration and orientation, it is often not possible or desirable to provide the same site standards and pattern of development in these infill projects as in the surrounding *Neighbourhood*. Special infill criteria are provided for dealing with the integration of new development for these sites, and for intensification on existing apartment sites in *Neighbourhoods*.

5. Development in established *Neighbourhoods* will respect and reinforce the existing physical character of the neighbourhood, including in particular:
   a) patterns of streets, blocks and lanes, parks and public building sites;
   b) size and configuration of lots;
   c) heights, massing, scale and dwelling type of nearby residential properties;
   d) prevailing building type(s);
   e) setbacks of buildings from the street or streets;
   f) prevailing patterns of rear and side yard setbacks and landscaped open space;
   g) continuation of special landscape or built-form features that contribute to the unique physical character of a neighbourhood; and
   h) conservation of heritage buildings, structures and landscapes.

   No changes will be made through rezoning, minor variance, consent or other public action that are out of keeping with the physical character of the neighbourhood.

   The prevailing building type will be the predominant form of development in the neighbourhood. Some *Neighbourhoods* will have more than one prevailing building type. In such cases, a prevailing building type in one neighbourhood will not be considered when determining the prevailing building type in another neighbourhood.

6. Where a more intense form of development than the prevailing building type has been approved on a major street in a *Neighbourhood*, it will not be considered when reviewing prevailing building type(s) in the assessment of development proposals in the interior of the *Neighbourhood*.

7. Proposals for intensification of land on major streets in *Neighbourhoods* are not encouraged by the policies of this Plan. Where a more intense form of residential development than that permitted by existing zoning on a major street in a *Neighbourhood* is proposed, the application will be reviewed in accordance with Policy 5, having regard to both the form of development along the street and its relationship to adjacent development in the *Neighbourhood*.

8. Zoning by-laws will contain numerical site standards for matters such as building type and height, density, lot sizes, lot depths, lot frontages, parking, building setbacks from lot lines, landscaped open space and any other performance standards to ensure that new development will be compatible with the physical character of established residential *Neighbourhoods*.

9. Infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation in established *Neighbourhoods* will:
   a) have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties;
   b) provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
   c) front onto existing or newly created public streets wherever possible, with no gates limiting public access; and
   d) locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.

10. Where development is proposed on a site with an existing apartment building in *Neighbourhoods*, the new development must be grade-related and must also meet the criteria regarding infill development in *Apartment Neighbourhoods*.

4.2 APARTMENT NEIGHBOURHOODS

Rental apartment and condominium buildings already contain almost half of the dwelling units in Toronto at the millennium. Many of these buildings are clustered in areas already developed as apartment neighbourhoods. In these established *Apartment Neighbourhoods*, improving amenities, accommodating sensitive infill, where it can improve the quality of life and promoting environmental sustainability are key considerations. Residents in *Apartment Neighbourhoods* should have a high quality urban environment, safety, quality services and residential amenities.

Apartment Neighbourhoods are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted and different scale-related criteria are needed to guide development. Built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is generally not anticipated. There may, however, be opportunities for additional townhouses or apartments on underutilized sites and this Plan sets out criteria to evaluate these situations.

Policies

1. *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. All land uses provided for in the *Neighbourhoods* designation are also permitted in *Apartment Neighbourhoods*.

Development Criteria in Apartment Neighbourhoods

2. Development in *Apartment Neighbourhoods* will contribute to the quality of life by:
   a) locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing setbacks from, and/or a stepping down of heights towards, lower-scale *Neighbourhoods*;
   b) locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes;
   c) locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
   d) including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
   e) locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
   f) providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
   g) providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
   h) providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

3. Significant growth is generally not intended within developed *Apartment Neighbourhoods*. However, compatible infill development may be permitted on a site containing an existing apartment that has sufficient underutilized space to accommodate one or more new buildings while providing good quality of life for both new and existing residents. Infill development that may be permitted on a site containing an existing apartment building will:
   a) meet the development criteria set out in Section 4.2.2 for apartments;
   b) maintain an appropriate level of residential amenity on the site;
   c) provide existing residents with access to the community benefits where additional height and/or density is permitted and community benefits are provided pursuant to Section 5.1.1 of this Plan;
   d) maintain adequate sunlight, privacy and areas of landscaped open space for both new and existing residents;
   e) organize development on the site to frame streets, parks and open spaces in good proportion, provide adequate sky views from the public realm, and create safe and comfortable open spaces;

4. The areas shown as *Parks* on Maps 13-23 will be used primarily to provide public parks and recreational opportunities.

5. The areas shown as *Other Open Space Areas* on Maps 13-23 will be used primarily for golf courses, cemeteries, and open spaces associated with utilities and other specialized uses and facilities.

Development Criteria in Parks and Open Space Areas

6. Any development provided for in *Parks and Open Space Areas* will:
   a) protect, enhance or restore trees, vegetation and other natural heritage features;
   b) preserve or improve public visibility and access, except where access will damage sensitive natural heritage features or areas, or unreasonably restrict private property rights;
   c) maintain, and where possible create linkages between parks and open spaces to create continuous recreational corridors;
   d) maintain or expand the size and improve the usability of publicly owned *Parks and Open Space Areas* for public parks, recreational and cultural purposes;
   e) respect the physical form, design, character and function of *Parks and Open Space Areas*; and
   f) provide comfortable and safe pedestrian conditions.

7. *Parks and Open Space Areas* that are privately owned are not necessarily open to the general public nor intended to be purchased by the City. If an application is made to develop such lands and the City or a public agency does not wish to purchase them to extend the public open space system, the application will be considered on the basis of its consistency with the policies of this Plan.

8. The sale or disposal of publicly owned lands in *Parks and Open Space Areas* is discouraged and no City owned lands in *Parks and Open Space Areas* will be sold or disposed of. However, City owned land in *Parks and Open Space Areas* may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility.

4.4 UTILITY CORRIDORS

Utility Corridors play a vital role in the City as corridors for the transmission of energy, communication and the movement of people and goods. *Utility Corridors* mainly consist of rail and hydro rights-of-way. These linear corridors are a defining element of the landscape fabric of the City and many of these corridors also serve important local functions as parkland, sport fields, pedestrian and cycling trails and transit facilities. These corridors should be protected for future public transit routes and linear parks and trails.

From time to time, active hydro and rail corridors may be decommissioned and the lands declared surplus. Although often narrow, there are many opportunities for reuse of hydro and rail corridors. When corridors are declared surplus every effort should be made to secure *Utility Corridors* for a variety of public uses.

Policies

1. *Utility Corridors* are hydro and rail corridors primarily used for the movement and transmission of energy, information, people and goods.

2. Hydro corridors are used primarily for the transmission of energy. They may also be used for secondary purposes such as parks, pedestrian and bicycle trails, agriculture, parking lots, open storage, essential public services, stormwater management ponds, public transit facilities and garden centres with temporary buildings. Secondary uses in hydro corridors will:

   a) be compatible with the primary use of the corridor and the existing and proposed use of adjacent lands in terms of environmental hazard, visual impacts, grading and site drainage;
   b) protect for potential road and public transit corridors, where appropriate; and
   c) protect for an open space corridor link to develop or extend pedestrian or bicycle trails, where appropriate.

3. Linear rail corridors are used primarily for the movement of people and goods. In the event they are no longer required for rail use, they will be protected for future use as public transportation routes, bicycle and pedestrian trails and telecommunications and electrical corridors, where appropriate.

4. Where *Utility Corridors* are declared surplus, they may be acquired or leased by the City or other public agencies for public services and amenities, such as public transportation routes, bicycle and pedestrian trails, community and allotment gardens, linear parks and open space or shared parking facilities.

5. Where appropriate, development or redevelopment on lands nearby or adjacent to *Utility Corridors* will:

   a) protect for access to any potential bicycle and pedestrian trail or park and open space, and provide access where such a recreation facility exists; and
   b) screen and secure the property edge through such measures as setbacks, fencing, site grading, berms, landscaping, building treatment and construction techniques.

6. Protection, enhancement or restoration of the natural heritage system within *Utility Corridors* will be pursued wherever possible, as shown on Map 9.

4.5 MIXED USE AREAS

Mixed Use Areas achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. Torontonians will be able to live, work, and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night.

Mixed Use Areas will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. The proportion of commercial and residential uses will vary widely among *Mixed Use Areas*. For example, office and retail uses will continue to be paramount in the *Financial District*, but much of the new development along the *Avenues* will have a residential emphasis.

Not all *Mixed Use Areas* will experience the same scale or intensity of development. The highest buildings and greatest intensity will typically occur *Downtown*, particularly in the *Financial District*. The *Centres* will develop at differing scales and densities, set out in their respective Secondary Plans and zoning by-laws, reflecting the context of their surroundings and transportation infrastructure. Development along the *Avenues* will generally be at a much lower scale than in the *Downtown* and most often at a lower scale than in the *Centres*.

Policies

1. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities.

Development Criteria in Mixed Use Areas

2. In *Mixed Use Areas* development will:
   a) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
   b) provide for new jobs and homes for Toronto's growing population on underutilized lands in the *Downtown*, the *Central Waterfront*, *Centres*, *Avenues* and other lands designated *Mixed Use Areas*, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;

c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
d) locate and mass new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
f) provide an attractive, comfortable and safe pedestrian environment;
g) have access to schools, parks, community centres, libraries, and childcare;
h) take advantage of nearby transit services;
i) provide good site access and circulation and an adequate supply of parking for residents and visitors;
j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
k) provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

3. Large scale, stand-alone retail stores and/or "power centres" are not permitted in *Mixed Use Areas* within the *Central Waterfront*, and *Downtown*, and are permitted only through a zoning by-law amendment in other *Mixed Use Areas*. Where permitted new large scale, stand-alone retail stores and/or "power centres" will ensure that:

   a) sufficient transportation capacity is available to accommodate the additional traffic generated by the development, resulting in an acceptable volume of traffic on adjacent and nearby streets; and
   b) the function and amenity of the area for businesses and residents and the economic health of nearby shopping districts are not adversely affected.

4. Existing large scale, stand-alone retail stores and/or "power centres" legally established prior to the approval date of this Official Plan in *Mixed Use Areas* are permitted.

4.6 EMPLOYMENT AREAS

Toronto's *Employment Areas* are the hothouses where we grow our enterprises and jobs.

Businesses increasingly require flexibility in order to compete effectively in the global economy. This need for flexibility extends to a firm's lands and buildings, and to what is available to support that business activity in the immediate area. A broad and inclusive

approach to employment uses in *Employment Areas* is needed for the City's economic future. Uses that support the prime economic function of *Employment Areas*, such as parks, small scale retail stores and services to meet the daily needs of business and employees, workplace daycare and restaurants, must also be readily accessible within *Employment Areas*. Uses that detract from the economic function of these lands will not be permitted to locate in *Employment Areas*.

Some uses that are extensive land users and are not directly supportive of the primary employment function of these areas, such as places of worship, post-secondary institutions, recreation and entertainment facilities and large scale, stand-alone retail stores, have located in Toronto's *Employment Areas* in recent decades. These uses have special locational needs but their presence in the heart of *Employment Areas* can adversely affect, or be affected by, businesses there. They also draw large numbers of worshippers, students and shoppers from broad catchment areas and can have a serious impact on local traffic movement. Special locational limitations are needed for such uses in *Employment Areas*.

Policies

1. *Employment Areas* are places of business and economic activity. Uses that support this function consist of: offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers.

2. Within *Employment Areas*, places of worship, recreation and entertainment facilities, business and trade schools and branches of community colleges or universities may locate only on major streets as shown on Map 3. All existing places of worship, recreation and entertainment facilities, business and trade schools and branches of community colleges and universities legally established before the approval date of this Official Plan within *Employment Areas* are permitted.

3. Large scale, stand-alone retail stores and "power centres" are not permitted in *Employment Areas* in the *Central Waterfront* and are only permitted in other *Employment Areas* fronting onto major streets as shown on Map 3, that also form the boundary of the *Employment Areas* through the enactment of a zoning by-law. Where permitted, new large scale, stand-alone retail stores and "power centres" will ensure that:

   a) sufficient transportation capacity is available to accommodate the extra traffic generated by the development, resulting in an acceptable level of traffic on adjacent and nearby streets; and
   b) the functioning of other economic activities within the *Employment Areas* and the economic health of nearby shopping districts are not adversely affected.

4. Consideration may also be given to permit large-scale and stand-alone retail stores in locations on major streets, as shown on Map 3, that do not form the boundary of *Employment Areas*, other than in the *Central Waterfront*, only by way of an Official Plan Amendment, if it can be demonstrated, among other matters, that:
   a) such development will not undermine the stability of the *Employment Area* and will have particular regard for the viability of industrial uses;
   b) sufficient transportation capacity is available to accommodate the extra traffic generated by the development, resulting in an acceptable level of traffic on adjacent and nearby streets; and
   c) the economic health of nearby shopping districts is not adversely affected.

5. Large scale, stand-alone retail stores and "power centres" legally established prior to the approval date of this Official Plan within *Employment Areas* are permitted.

Development Criteria in Employment Areas

In the intense competition for new growth firms among city-regions in the global economy it is not enough to have lands set aside for employment. *Employment Areas* need to function well and be attractive for new firms. This is the responsibility of both the City and firms in each *Employment Area*. Development criteria are needed to ensure that *Employment Areas* work well and look good.

6. Development will contribute to the creation of competitive, attractive, highly functional *Employment Areas* by:
   a) supporting the economic function of the *Employment Areas* and the amenity of adjacent areas;
   b) encouraging the establishment of key clusters of economic activity with significant value-added employment and assessment;
   c) avoiding excessive car and truck traffic on the road system within *Employment Areas* and adjacent areas;
   d) providing adequate parking and loading on-site;
   e) sharing driveways and parking areas wherever possible;
   f) mitigating the effects of noise, vibration, dust, odours or particulate matter that will be detrimental to other businesses or the amenity of neighbouring areas;
   g) providing landscaping on the front and any flanking yard and adjacent to any public parks and open space to create an attractive streetscape and screening parking, loading and service areas;
   h) treating the boundary between *Employment Areas* and residential lands with landscaping, fencing, or other measures to minimize nuisance impacts; and
   i) ensuring that outside storage and outside processing is:
      i) limited in extent;
      ii) generally located at the rear of the property;

iii) well screened by fencing and landscaping where viewed from adjacent streets, highways, parks and neighbouring land uses; and
iv) not detrimental to neighbouring land uses in terms of dust, noise and odours.

7. Where the Zoning By-law permits outside storage or outside processing of goods and materials as the primary use on a property in *Employment Areas*, the outside storage or processing will:
   a) be well-screened by fencing and landscaping where viewed from adjacent, streets, highways, parks and neighbouring land uses; and
   b) not be detrimental to neighbouring land uses in terms of dust, noise and odours.

4.7 REGENERATION AREAS

Regeneration Areas open up unique areas of the City to a wide array of uses to help attract investment, re-use buildings, encourage new construction and bring life to the streets. These areas are key to the Plan's growth strategy, reintegrating areas of the City that are no longer in productive urban use due to shifts in the local or global economies. In *Regeneration Areas*, commercial, residential, live/work, institutional and light industrial uses can be mixed within the same block or even the same building.

Not all *Regeneration Areas* will have the same mix of uses or development policies. Each will differ in terms of its existing built context, character of adjacent areas and market opportunities for revitalization. *Regeneration Areas* will need "tailor-made" strategies and frameworks for development, provided through a Secondary Plan. In some cases, there will be a need for extensive infrastructure improvements as in the case of the *Central Waterfront*. In other smaller *Regeneration Areas*, the road system may be in place and the emphasis will be on re-use of existing buildings and compatible infill. But, in every case *Regeneration Areas* represent a tremendous opportunity to unlock potential and help direct growth within the City.

Policies

1. *Regeneration Areas* will provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form to:
   a) revitalize areas of the City that are largely vacant or underused;
   b) create new jobs and homes that use existing roads, transit, sewers, social services and other infrastructure and create and sustain well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
   c) restore, re-use and retain existing buildings that are economically

adaptable for re-use, particularly heritage buildings and structures, through the use of incentives;
d) achieve streetscape improvements and the extension of the open space network; and
e) promote the environmental clean-up and re-use of contaminated lands.

Development Criteria in Regeneration Areas

2. For each *Regeneration Area* a framework for new development will be set out in a Secondary Plan. Development should not proceed prior to approval of a Secondary Plan. The Secondary Plan will guide the revitalization of the area through matters such as:
   a) urban design guidelines related to the unique character of each *Regeneration Area*;
   b) a greening strategy to plan for tree planting, improvements to existing parks and the acquisition of new parks, open spaces;
   c) a community improvement strategy to identify and implement needed improvements to streets, sidewalks, boulevards, parks and open spaces;
   d) a community services strategy to monitor the need for new community services and facilities and local institutions as new residents are introduced and to ensure they are provided when needed;
   e) a heritage strategy identifying important heritage resources, conserving them and ensuring new buildings are compatible with adjacent heritage resources;
   f) environmental policies to identify and ensure that any necessary cleanup of lands and buildings is achieved, that potential conflicts between industrial and residential, other sensitive land uses or live/work uses are mitigated, and that policies for the staging or phasing of development are considered, where necessary; and
   g) transportation policies that encourage transit, walking and cycling in preference to private automobile use and ensure the movement of people and goods as the number of businesses, employees and residents increase.

3. Large scale, stand-alone retail stores and "power centres" are not permitted in *Regeneration Areas*.

4. Existing large scale, stand-alone retail stores and "power centres" legally established prior to the approval date of this Official Plan in *Regeneration Areas* are permitted uses.

4.8 INSTITUTIONAL AREAS

We rely upon quality public institutions at every stage of our lives. Our schools, universities, health care facilities and public cultural facilities are major contributors to a high quality of life in our City. Local community institutions such as schools, libraries, day nurseries, nursing homes, homes for the aged, places of worship and recreation centres are woven into communities throughout the City and permitted in most designations. However, the major health, post-secondary education and governmental institutional campuses are designated as *Institutional Areas* with applicable policies.

Toronto is home to:

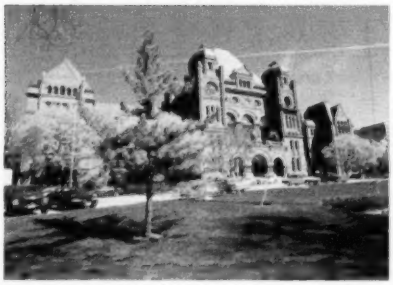
- hospital campuses that include some of the most advanced teaching and research hospitals in the world;
- major university and community college campuses; and
- two of the largest government employers in Canada – the Province of Ontario and the City of Toronto.

These major institutions are among the largest employers in the City and attract thousands of employees, patients, students and visitors every day. A thriving, adequately funded network of major institutions must be supported in Toronto. As the population of the GTA grows, there will be a growing demand for expansion of our hospital and post-secondary education networks. To provide for future institutional expansion, major institutions are encouraged to consider leasing rather than selling lands that are surplus to their current needs and to consider alternative public uses for those lands.

These major institutions are also home to a core concentration of research, cultural and educational institutions that are fundamental to emerging economic sectors. The clustering and interaction of our universities, hospitals and associated research facilities plays a critical role in innovation and the creation of new products and services. Major institutions need the flexibility to partner with private sector concerns to create joint research facilities, or to house private research and development facilities.

Some of Toronto's hospitals have specialties that draw patients from across Ontario. In emergency situations, patients are flown into heliports at hospitals. It is vital to protect the flight paths to these hospital heliports.

Policies



1. *Institutional Areas* are made up of major educational, health and governmental uses with their ancillary uses, cultural, parks and recreational, religious, commercial and institutional residence facilities, including the full range of housing associated with a health institution, as well as utility uses. Our major health and educational institutions are important employers and service providers and will continue to grow to serve the needs of an increasing city and regional population.

2. Strong linkages between major institutions and the private sector for joint research, innovation and the creation of new products and services will be encouraged by:
   a) permitting firms engaged in a joint venture with a major institution, research and development facilities and professional offices affiliated with, or in combination with major institutions, to locate in *Institutional Areas*; and
   b) promoting the creation of "science parks" or campuses within or in the vicinity of *Institutional Areas*, outside of established *Neighbourhoods*.

3. Institutional facilities that serve a broader regional population should, wherever possible, locate close to an existing rapid transit line. Where an existing university, college or hospital campus, or major cultural institution is not directly served by rapid transit, the provision of excellent surface transit to these institutions will be pursued.

4. New buildings and structures in the vicinity of hospital heliports will be sited and massed to protect the continued use of flight paths to hospital heliports.

Campus Plans for Universities and Colleges and Hospitals

Toronto's universities, colleges and hospitals need flexibility to develop their lands quickly according to a strategic plan when a donor or government provides the money to build. Campus development plans provide these institutions with the opportunity to identify sites for future expansion and lands surplus to campus needs. They also offer a chance to build a consensus on the form and scale of new development.

Hospitals must be allowed to grow to serve us but these expansions must be planned to minimize increases in traffic and parking on nearby neighbourhood streets and the loss of affordable housing, especially when expansions are proposed beyond the boundaries of *Institutional Areas*. In such cases, early consultation between the hospital, the City and area residents needs to occur. Campus plans may form the basis for a Secondary Plan.

5. Universities, colleges and hospitals will be encouraged to create campus plans in consultation with nearby communities that will:
   a) identify heritage buildings and landscapes, accessible open spaces, natural areas and important views to be conserved and integrated;
   b) be compatible with adjacent communities;
   c) create visual and physical connections that integrate campuses with adjacent districts of the City;
   d) identify the network of pedestrian routes to be maintained, extended and improved;
   e) examine existing transportation modes and create policies and programs that emphasize the use of public transit, walking and cycling over automobile travel;
   f) minimize traffic infiltration on adjacent neighbourhood streets;
   g) provide bicycle parking for employees, students and visitors and sufficient off-street automobile parking;
   h) identify development sites to accommodate planned growth and set out building envelopes for each site; and
   i) identify lands surplus to foreseeable campus needs that can be leased for other purposes.

6. When lands in *Institutional Areas* or the sites of major government, health care or educational institutions are declared to be surplus, the owner is encouraged to investigate the possible use of the site for an alternative suitable public institutional purpose, affordable housing or public open space, before applying to redesignate the lands for other purposes. Institutional owners of well-located parcels of surplus lands are encouraged to lease rather than sell such properties wherever possible.

TORONTO

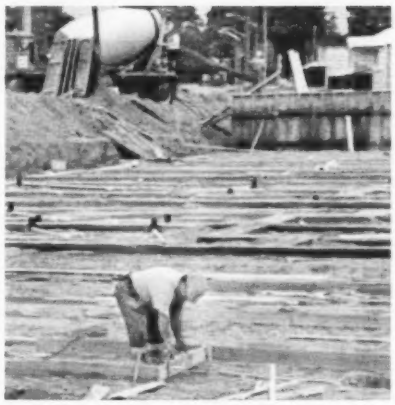
OFFICIAL PLAN

Chapter Five
IMPLEMENTATION: MAKING THINGS HAPPEN

5. IMPLEMENTATION: MAKING THINGS HAPPEN

Plans are only as good as their implementation. This Chapter outlines a variety of tools that the City can bring to bear to make things happen, including both the traditional tools that govern plans of subdivision, zoning by-laws, minor variances, consents and demolition control and also policies that provide guidance as to the forms of municipal influence needed to fulfil this Plan's objectives. Also presented is a framework for ongoing monitoring processes that will ensure that the Plan is effective over the long term.

5.1 MANAGING GROWTH AND CHANGE: THE PLANNING TOOL BOX



The Official Plan provides a wide range of mechanisms for achieving its city-building vision

The *Planning Act* provides traditional tools that govern plans of subdivision, zoning by-laws, minor variances, consents and demolition controls. These are the basis for the day-to-day development approval process.

The *Planning Act* provides tools to help municipalities create new parks, open space and community infrastructure for the additional residents and workers that growth brings. Used thoughtfully and consistently, these mechanisms help ensure balanced growth that makes Toronto a good place to live, work and play. These tools include: alternative parkland dedication standards, height and density incentives in return for key community benefits and facilities to accompany development, holding provisions to ensure that community infrastructure is in place prior to development and site plan control to ensure that trees and landscaping are provided and that development is well designed, functional and integrated into the urban fabric.

This section of the Plan contains the required authorization and policies for these value-added tools, except for the parkland and alternative parkland dedication standards which are found with the parks acquisition policies in Chapter Three.

5.1.1 HEIGHT AND/OR DENSITY INCENTIVES

Section 37 of the *Planning Act* provides one means by which the City can achieve responsible, balanced growth. The City can pass a zoning by-law to grant a height and/or density increase for a particular project that is greater than the zoning by-law would otherwise permit in return for community benefits such as: additional

parkland, non-profit arts, cultural, community or child care facilities, public art, conservation of heritage buildings, transit improvements and purpose built rental housing. Agreements securing community benefits will promote the city-building objectives of the Official Plan and provide for the needs of the new residents, workers and local communities.

Any application for extra height and density will be evaluated on the basis of all of the policies of the Official Plan, including the development criteria for the respective designation area, the strategic Official Plan objectives in Chapter Two and the built, human and natural environment policies in Chapter Three.

Policies

1. Zoning by-laws, pursuant to Section 37 of the *Planning Act*, may be enacted to permit more height and/or density for a use than is otherwise permitted by the Zoning By-law for that use in return for the provision of community benefits in the form of capital facilities to be set out in the Zoning By-law together with the related increase in height and/or density, subject to the following:

   a) the capital facilities must bear a reasonable planning relationship to the increase in the height and/or density of a proposed development including, at a minimum, having an appropriate geographic relationship to the development and addressing planning issues associated with the development;
   b) the development must constitute good planning, be consistent with the objectives and policies of this Plan, and comply with the built form policies and all applicable neighbourhood protection polices; and
   c) the use of Section 37 must be contingent upon adequate infrastructure to support the development.

2. Subject to the provisions of Policy 3, an owner may elect either to develop at such increased height and/or density as may be permitted by the Official Plan in return for providing specified capital facilities in accordance with Policy 1 or else to develop in accordance with the height and density permitted by the Zoning By-law in the absence of any such increase(s). Where the owner elects to provide the capital facilities, they will be secured in one or more agreements that are registered on title to the lands.

3. Except as contemplated in Policy 5, if the applicable zoning has not been updated to implement this Plan or where a change of use is proposed, then the City will consider whether additional height and/or density beyond that permitted by the Zoning By-law for the use is warranted without recourse to Section 37 of the *Planning Act*. However, in all cases, where a Secondary Plan or area specific policy contains an explicitly stated base value from which increased height and/or density may be permitted in return for certain capital facilities, then that base value will be used instead of the density permitted by the Zoning By-law.

This Official Plan recognizes that planning issues related to a proposed development go beyond consideration of matters necessary to support that particular development. They include consideration of appropriate amenities and services in the local community within which the development is to be located. In other words, the planning issues may go beyond appropriate built form, use, compatibility, direct impact, site planning, adequate servicing and the proper functioning of the development to include the adequacy of, for example, the green space system, community services and facilities, the bikeway network, arts and cultural facilities, the public transit system and other aspects of the public realm. These amenities and services are important in maintaining the quality of life in the City while accommodating intensification and thus may have a reasonable planning relationship to the new development.

4. Except as contemplated in Policy 5, Section 37 may be used for development, excepting non-profit developments, with more than 10,000 square metres of gross floor area where the zoning by-law amendment increases the permitted density by at least 1,500 square metres and/or significantly increases the permitted height. Where the Zoning By-law measures residential density in units per hectare (UPH), the units are to be converted to gross floor area at the rate of 100 square metres per unit in order to determine whether these thresholds are exceeded.

5. Despite Policies 3 and 4, Section 37 may be used, irrespective of the size of the project or the increase in height and/or density:

   a) to conserve heritage resources or rental housing in accordance with the provisions of this Official Plan;
   b) to replace rental housing in accordance with the provisions of this Official Plan;
   c) where Secondary Plan or area specific policies in this Plan contain Section 37 provisions that prevail;
   d) as a mechanism to secure capital facilities required to support development; or
   e) as may otherwise be agreed upon, subject to the policies contained in this Section.

6. Section 37 community benefits are capital facilities and/or cash contributions toward specific capital facilities, above and beyond those that would otherwise be provided under the provisions of the *Planning Act* or the *Development Charges Act* or other statute, including:

   a) the conservation of heritage resources that are designated and/or listed on the *City of Toronto Inventory of Heritage Properties*;
   b) fully furnished and equipped non-profit child care facilities, including start-up funding;
   c) public art;
   d) other non-profit arts, cultural, community or institutional facilities;
   e) parkland, and/or park improvements;
   f) public access to ravines and valleys;
   g) streetscape improvements on the public boulevard not abutting the site;
   h) rental housing to replace demolished rental housing, or preservation of existing rental housing;
   i) purpose built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable rental units or land;
   j) local improvements to transit facilities including rapid and surface transit and pedestrian connections to transit facilities;
   k) land for other municipal purposes;
   l) substantial contributions to the urban forest on public lands; and
   m) other local improvements identified through Community Improvement Plans, Secondary Plans, *Avenue* Studies, environmental strategies, sustainable energy strategies, such as deep lake water cooling, the capital budget, community service and facility strategies, or other implementation plans or studies.

7. Section 37 community benefits will be selected on the basis of local community needs, intensification issues in the area, the nature of the development application, and the strategic objectives and policies of this Plan. Priority will be given to the provision of on-site or local community benefits.

8. Where a Secondary Plan or area specific policy identifies additional capital facilities that bear a reasonable planning relationship to greater height and/or density over an area defined in the Secondary Plan or area specific policy, any Section 37 increase in height and/or density anywhere in that defined area, and the community benefits (specified capital facilities or cash contributions toward the specified capital facilities) in return therefore, will be tied to the identified capital facilities in the manner prescribed by that Secondary Plan or area specific policy. In such circumstances, where appropriate, the prescription will be quantitatively formulated.

9. All zoning by-law provisions enacted pursuant to Section 37 and agreements in effect at the time that this policy comes into force are authorized by this Plan and deemed to comply with this Plan.

5.1.2 HOLDING BY-LAWS

There are instances where the intended use and zoning is known for lands but development should not take place until specific facilities are in place or conditions are met. The lands may need soil remediation, floodproofing, the construction of a road, a key community facility or a transportation study before development can begin. Under the *Planning Act*, Council can pass a "holding" zoning by-law that places an "H" symbol over the zoning and spells out the conditions that must be met before the "H" symbol is removed and the lands can be developed. These "holding" zoning by-laws go through the same full public process as other zoning by-laws, but once the conditions for removal of the "H" symbol are met and the owner applies to lift the "H" symbol, there is no requirement for public meetings or opportunity to appeal to the Ontario Municipal Board except by the owner.

Policies

1. A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in the Plan or by-law are satisfied.

2. Conditions to be met prior to the removal of the holding provision may include:
   a) transportation or servicing improvements;
   b) parks and open space, recreational, and community services and facilities;

c) environmental protection, remediation or mitigation measures;
d) measures to protect a natural heritage area or environmentally sensitive natural features;
e) professional or technical studies to assess potential development impacts;
f) phasing of development;
g) entering into agreements, including subdivision agreements or agreements pursuant to Section 41 of the *Planning Act*, to secure any of the matters required to satisfy the conditions for removal of the holding provision; and
h) measures to protect heritage buildings, properties with archaeological potential and archaeological sites.

3. Holding provision by-laws legally in effect at the time of adoption of the Plan are deemed to comply with this Plan.

5.1.3 SITE PLAN CONTROL

Site Plan Control is an important means of implementing the policies of this Plan including encouraging well-designed, functional, sustainable and universally accessible development in Toronto. Site Plan Control is not only about the review of individual buildings, structures, exterior open spaces within a site and interior walkways, stairs, elevators and escalators to which the public has access, but about the relationship of the organization, massing and exterior design of buildings, structures and exterior open spaces on a site with its surroundings to ensure a "good fit" between new development and the existing and/or planned context, good pedestrian amenity and a positive transition from private to public space.

The City will review plans that show the location, design and massing of buildings, structures and exterior open spaces, public access areas, the layout of parking and service areas, site landscaping and other aspects of the project on a site and the relationship to adjacent properties and the public realm. The City will also consider the exterior design including exterior architectural details and materials, which influence a project's character, scale and appearance. The City will also take the sustainable design elements of buildings, structures and a site into consideration, and may request that facilities be designed to accommodate accessibility for persons with disabilities.

Through approval of a Site Plan Control application, the City is also able to implement the sustainable design of streetscape improvements within the adjacent public boulevard.

For areas and types of development where Site Plan Control is applied, Council or delegated staff may approve the plans and

Site Plan and Accessible Design

For many people, the City's built environment provides opportunities and experiences free of limitations. For Torontonians with disabilities, however, this environment can impose obstacles that limit their ability to move about freely and safely. As part of its commitment to make Toronto a "barrier free" community, Council adopted a comprehensive set of *Accessibility Design Guidelines*, which guide the design, planning and construction of accessible facilities and the preparation of accessibility audits.

The *Planning Act* stipulates that applicants seeking site plan approval provide to the satisfaction of and at no expense to the City, *"facilities designed to have regard for accessibility for persons with disabilities"*. Examples of accessibility facilities the City may request include:

- accessible pedestrian route(s) or path(s) wide enough to accommodate wheelchairs, or other mobility devices;
- accessible entrances clearly marked with the International Symbol of Accessibility; and
- continuous handrails on both sides of ramps or exterior stairs.

These and other accessibility facilities can be incorporated into the design and site layout of new development and public works. Site Plan Control will be used to secure accessibility facilities.

drawings and the owner may be required to enter into an agreement to secure the construction of the project as shown in the plans.

Policies

1. The entire City of Toronto is a Site Plan Control Area. The area comprising the entire City of Toronto is designated as an area wherein Council may require submission of the drawings mentioned in Section 114(5) & (9) of the *City of Toronto Act, 2006* and Section 41(16) of the *Planning Act* for a residential building containing less than 25 dwelling units. The Site Plan Control By-law will define classes of development that will be subject to Site Plan Control.

2. Site Plan Control will be used to implement the policies of this Plan and to achieve attractive, well-designed, functional, safe, environmentally sustainable and universally accessible development that fits with its existing and/or planned context.

3. To help achieve environmentally sustainable development, the City may use subsection 114(5)(2)(iv) and (v) of the *City of Toronto Act, 2006* to secure the following sustainable design features in development that address exterior building and site matters in Tier 1 of the Toronto Green Standard adopted by City Council in October 2009:

   a) weather-protected on-site bicycle areas and pedestrian-friendly infrastructure to encourage cycling and walking as clean-air alternatives;
   b) high-albedo surface materials, open grid paving, shade trees, green and cool roofs to reduce ambient surface temperature to minimize the urban heat island effect;
   c) building orientation to take advantage of passive solar heating, shading for cooling and natural light; and energy efficient exterior cladding and window treatments, which may be required to meet the Standard, to improve energy efficiency and reduce greenhouse gas emissions;
   d) rainwater harvesting facilities, bio-retention swales, permeable paving and water efficient plant material to manage stormwater and reduce demand for potable water;
   e) trees to enhance the urban forest and use of native species to protect, restore and enhance the natural heritage system;
   f) bird friendly glass treatment to ensure that risk for migratory bird collisions is minimized:
   g) energy efficient, shielded exterior lighting to reduce night time glare and light trespass; and
   h) dedicated areas for collection and storage of recycling and organic waste to reduce solid waste.

4. Property owners may be required to provide for a nominal sum road widenings to the extent of the planned right-of-way as shown or as described in the Plan.

Site Plan and Sustainable Exterior Design

Site Plan Control is one of the planning tools the City can use to secure sustainable exterior design features in new development.

Sustainable design is the process and principles applied during the development review process that seeks to achieve energy and resource efficient, durable, barrier free and high quality buildings, site layouts, landscaping and off-site boulevard improvements. How sustainable design is achieved will continue to evolve during the life of this Plan.

In October 2009, City Council adopted the Toronto Green Standard, which sets performance targets for new construction to improve air and water quality, reduce greenhouse gas emissions and enhance the natural environment. Some of these targets can be directly achieved by incorporating sustainable design features into the plans and drawings submitted as part of the site plan approval process.

5.1.4 PROPERTY STANDARDS BY-LAW

By-laws to establish and enforce standards for the maintenance and occupancy of property may be passed, so long as there are provisions authorizing its use in the Official Plan. A property standards by-law is used to ensure buildings structures and land are kept in a structurally sound and safe condition and in good repair.

Policies

1. All properties in the City should be kept in a state of good repair and safe for occupancy and use. The safety and maintenance of all properties in the City will be protected through the enactment of property standards by-laws under the *Building Code Act*.

5.1.5 TEMPORARY USE BY-LAWS

At times it is in the public interest to permit lands to be used for a particular use on a temporary basis, even though the use may not comply with the Official Plan or zoning by-law. The temporary use could be used as a trial for a new or unfamiliar type of use, or allow vacant lands to be used temporarily for facilities such as a golf driving range or local farmers market. The *Planning Act* authorizes a municipality to pass a temporary use by-law, which defines the area and duration of the use.

Policies

1. Temporary use by-laws may be enacted to permit the temporary use of lands, buildings or structures for a purpose that is prohibited by the Zoning By-law and/or this Plan. Temporary use by-laws may allow a use on a trial basis or the temporary use of a building or property.

2. The temporary use will:
   a) maintain the long term viability of the lands for the uses permitted in the Official Plan and Zoning By-law;
   b) be compatible with adjacent land uses, or be made compatible through site mitigation;
   c) not have an adverse impact on traffic, transportation or parking facilities in the area; and
   d) be suitable for the site in terms of site layout, building design, accessibility, provision of landscaping, screening and buffering and available services.

5.1.6 ACQUISITION OF LANDS TO IMPLEMENT THE OFFICIAL PLAN

Under the *Planning Act* if an Official Plan includes a provision relating to the acquisition of land, Council may acquire or hold land for the purpose of developing any feature of the Official Plan, and dispose of the land when no longer required.

Policies

1. Lands may be held and acquired by the City for the purpose of developing any feature of the Official Plan and any land so acquired or held may be sold, leased or otherwise disposed of when no longer required.

5.1.7 DEVELOPMENT CHARGES

A Development Charges By-law, authorized under the *Development Charges Act* is another means for the City to achieve fiscally responsible growth. The Act permits the collection of development charges on new development in order to meet growth related capital infrastructure requirements. This ensures that new development pays for itself and that additional capital costs do not fall on existing residents in the form of higher property taxation and user fees. The use of development charges as a capital financing tool is an integral part of addressing some of the City's capital pressures.

Policies

1. Development charges should be used to mitigate the City's capital pressures and to assist in providing the infrastructure required by future development in the City.
2. Development charges should be fair and equitable to all stakeholders.

5.2 PLANNING AND ACTING LOCALLY

Successful implementation of this Plan depends to a large degree on whether its policies can guide local development and action in a variety of contexts over the next 30 years. This Section contains policies to ensure that planning is sensitive to local conditions in specific neighbourhoods, communities or districts of the City, while at the same time advancing the Plan's core principles and building on its broad objectives. They refer to:

- Secondary Planning Areas – localized policies setting the stage for growth in an area;
- Community Improvement Project Areas – promoting public and private investment in areas of need; and
- Development Permit Areas – streamlining approvals and customizing local planning rules.

These approaches are "tool boxes", offering a variety of mechanisms suited to different local challenges. To optimize adaptability and effectiveness in local situations, these approaches can be used individually, in combination with each other, or in conjunction with a range of other planning tools. They are also critical for implementing the City structure directions throughout this Plan and particularly in Chapter Two (e.g. *Centres, Avenues*).

5.2.1 SECONDARY PLANS: POLICIES FOR LOCAL GROWTH OPPORTUNITIES

Secondary Plans set the stage for physical growth and improvement.

Secondary Plans establish local development policies to guide growth and change in a defined area of the City. The Plans will not be prepared for stable areas of the City, where major physical change is not expected or desired. Secondary Plans guide the creation of new neighbourhoods and employment districts while ensuring adequate public infrastructure and environmental protection. Secondary Plan policies adapt and implement the objectives, policies, land use designations and overall planning approach of the Official Plan to fit local contexts and are adopted as amendments to the Official Plan.

This Plan contains a number of Secondary Plans approved as part of the Official Plans of the former municipalities. A number of these historic Secondary Plans have been kept in whole or part because they reflect unique historic conditions and/or because they continue to provide a relevant policy framework for future community growth. These Secondary Plans are found in Chapter Six of this Plan. For those Secondary Plans that do not have implementing zoning by-laws, by-laws will be prepared as expeditiously as possible in order for these Plans to be realized.

Policies

1. Secondary Plans will set the stage for reurbanization of a defined area to stimulate and guide development in keeping with the Plan's objectives.
2. Secondary Plans will generally be prepared, in consultation with the community, for areas demonstrating one or more of the following characteristics:

a) large areas of vacant or underutilized land which would benefit from comprehensive planning to enable suitable development or redevelopment;
b) areas targeted for major public or private investment;
c) areas where development is occurring, or proposed, at a scale, intensity or character which necessitates reconsideration or reconfiguration of local streets, block plans, public works, open space or other public services or facilities; and
d) other growth areas identified in provisions of this Plan, such as *Centres*, selected *Avenues* identified by Committees of Council and *Regeneration Areas*.

Where Council has determined that a Secondary Plan is necessary in an area prior to receiving a development application in that area, no amendment to the Zoning By-law permitting large scale development in the area will be made without prior or concurrent adoption of a Secondary Plan, provided that the Secondary Plan is adopted within a reasonable period of time.

3. Secondary Plans will promote a desired type and form of physical development resulting in highly functional and attractive communities and plan for an appropriate transition in scale and activity between neighbouring districts.

4. City-building objectives for Secondary Planning areas will identify or indicate the following:

a) overall capacity for development in the area, including anticipated population;
b) opportunities or constraints posed by unique environmental, economic, heritage, cultural and other features or characteristics;
c) affordable housing objectives;
d) land use policies for development, redevelopment, intensification and/or infilling;
e) urban design objectives, guidelines and parameters;
f) necessary infrastructure investment with respect to any aspect of: transportation services, environmental services, community and social facilities, cultural, entertainment and tourism facilities, pedestrian systems, parks and recreation services, or other local or municipal services; and
g) where a Secondary Planning area is adjacent to an established neighbourhood or neighbourhoods, new development must respect and reinforce the existing physical character and promote the stability of the established neighbourhoods.

5. An implementing zoning by-law and/or development permit by-law will be prepared concurrently for new Secondary Plans unless Council determines that development is to proceed by site specific zoning.

5.2.2 COMMUNITY IMPROVEMENT PLANS

The Community Improvement provisions of the *Planning Act* give municipalities a range of tools to actively stimulate reinvestment and revitalization. In designated Community Improvement Project Areas, a Community Improvement Plan is prepared providing the City with various powers, some of which would be otherwise unavailable, to address deficiencies or facilitate improvement. This includes incentives to stimulate or leverage other private and/or public investment where they advance the community interest and the objectives of this Plan.

Community Improvement Plans stimulate reinvestment and revitalization

Policies

1. Community Improvement Project Areas will be designated by by-law, and Community Improvement Plans will be prepared to promote the maintenance, rehabilitation, revitalization and/or conservation of selected lands, buildings and communities facing challenges of transition, deficiency or deterioration or for any other environmental, social or community economic development reason.

2. Community Improvement Project Areas will be identified for areas exhibiting one or more of the following:
   a) physical decline in local building stock;
   b) conflicts between incompatible land uses or activities;
   c) deficient or deteriorated public infrastructure and/or amenity, including parks, open spaces, community facilities and streetscapes;
   d) barriers to the improvement or redevelopment of vacant or underutilized land or buildings such as contaminated soil, fragmented ownership, or financial disincentive to private investment; or
   e) declining social, environmental and/or economic conditions.

3. Community Improvement Plans will be prepared to provide direction regarding one or more of the following:
   a) strategic and co-ordinated public investment to repair or upgrade municipal infrastructure, community services and/or public amenity;
   b) allocation of public funds, in the form of grants, loans or other finance instruments, for the physical rehabilitation or improvement of private land and/or buildings including rehabilitation of contaminated properties;
   c) municipal acquisition of lands or buildings and any subsequent clearance, rehabilitation, redevelopment or resale of these properties;
   d) municipal investment to complement projects of a Business Improvement Area or Employment District Association; and
   e) other municipal actions, programs or investments for the purpose of stimulating production of affordable housing, strengthening neighbourhood stability, facilitating local physical or economic growth, improving social or environmental conditions, or promoting cultural development.

Financial Incentive Tools Available in Community Improvement Project Areas:

- loans/grants for façade improvements;
- loans, grants and tax assistance for the cleanup of contaminated sites;
- exemption from development charges;
- waiving development application fees;
- waiving building/demolition permit fees;
- refunding parkland dedication fees;
- assistance for upper-storey conversion to rental housing; and
- funding for certain studies.

Development Permit Pilot Areas

Development permit systems are currently authorized by the *Planning Act*, however Provincial regulations must first be in place in order to utilize this tool. At the time of adoption of this Plan, the Provincial Government has put in place regulations to enable a number of specific pilot development permit projects, one of which is in Toronto's Central Waterfront Planning Area. Policies designating this development permit area and criteria for the associated by-law, are contained in the Central Waterfront Part II Plan.

5.2.3 DEVELOPMENT PERMITS: A SPECIALIZED DEVELOPMENT APPROVAL PROCESS

A development permit system is a proactive planning mechanism that could be applied in a wide variety of conditions around the City, to facilitate development and effectively achieve city-building objectives. In designated development permit areas, application for a development permit is made to Council or a delegated authority. The development application is evaluated in terms of applicable Official Plan policies and the approved Development Permit By-law. Development permits replace zoning by-laws and site plan control where a development permit system applies.

A main advantage of a development permit system is a streamlined development approval process that would consolidate the current zoning, site plan control and minor variance processes into one approval system. But it is much more than just a streamlined approval process. The system offers a flexible alternative to zoning by allowing certain pre-defined discretionary uses and a range of variation in development standards (e.g. building heights), as long as certain conditions can be satisfied. Traditional zoning provisions cannot provide for this range of variation in standards nor do they allow for setting conditions for discretionary land uses. In such scenarios, a minor variance or rezoning application would be required along with separate site plan approval.

Policies

1. Policies will be adopted as part of this Plan with respect to the passing of by-laws to implement a Development Permit system.

5.3 MOVING TOGETHER BEYOND THE PLAN

This Plan is the first Official Plan for the new City of Toronto. It is an important initial step on a journey to make a better Toronto. The Plan's policies set the stage for responsible growth and a sustainable future, but getting there depends upon thousands of decisions and actions by the City, the private sector and community partners. Some of the Plan's objectives will be achieved through changes to the Zoning By-law that will help implement the land use and growth strategies. Some will be achieved through direct municipal actions, such as capital expenditures, operating and service delivery decisions and policy decisions made by Council. Other objectives cannot be met without the concerted and combined efforts of a variety of partners, including the private sector, community groups, nongovernmental organizations and other levels of government.

The mutually supportive linkages among these implementation activities are what will bring this Plan to life.

5.3.1 THE OFFICIAL PLAN GUIDES CITY ACTIONS

As a statutory document for guiding growth and change in the City, the Plan gives direction to Council's day-to-day decision making. The Plan provides geographic and urban structure policies to inform budget processes, corporate strategic planning and public investments and programs. If Toronto is to move closer to the future envisioned by the Plan, in addition to giving direction to capital expenditures for big infrastructure projects, the Plan must inform other related decisions of Council. The *Planning Act* requires that all by-laws enacted and public works undertaken by the City conform to its Official Plan. Whether a policy decision with a minimal price tag or a major capital expenditure, decisions should be evaluated against the goals and objectives of this Plan. All City departments, agencies, boards and commissions have a role to play in realizing the reurbanization and quality of life objectives of the Plan.

Policies

1. Municipal by-laws, including zoning by-laws, public works and public undertakings will conform to this Plan.
2. The decisions and actions of Council and City staff, including public investment in services, service delivery and infrastructure, will be guided by this Plan.
3. Amendments to this Official Plan that are not consistent with its general intent will be discouraged. Council will be satisfied that any development permitted under an amendment to this Plan is compatible with its physical context and will not affect nearby *Neighbourhoods* or *Apartment Neighbourhoods* in a manner contrary to the neighbourhood protection policies of this Plan. When considering a site specific amendment to this Plan, at the earliest point in the process the planning review will examine whether the application should be considered within the immediate planning context or whether a broader review and possible area specific policy or general policy change are appropriate.
4. In considering development proposals under this Plan, the City will ensure that the intensity and scale of proposed development can be accommodated by the various components of the City's infrastructure, as improved from time to time.

CHAPTER FIVE

Existing and Proposed Implementation Plans/Strategies

Implementation plans, strategies and guidelines that will help implement the Plan's objectives over time will include:

- a transportation plan to set priorities for new transit investment;
- regular Municipal Housing Statements to identify Toronto's housing needs and find ways to meet them;
- urban design guidelines to provide a more detailed framework for built form and public improvements in growth areas;
- a Wet Weather Flow Management Master Plan to prevent flooding and erosion, to improve the water quality of our lake and rivers and to restore groundwater recharge/discharge and aquatic habitats;
- a watercourse acquisition strategy to improve storm water management;
- a water efficiency plan to better conserve our water resources;
- an energy strategy to reduce energy consumption and promote sustainable energy sources;
- a Public Art Master Plan to identify important sites and opportunities for public art installations;
- a parks acquisition strategy to create parkland where it is needed most;
- green design guidelines to promote high standards of environmental performance in the construction and maintenance of buildings;
- guidelines for environmental impact studies to ensure the impact of development on the natural heritage system are fully understood and accounted for in decision making;
- an air quality strategy to improve air quality and promote public health and well being;
- a solid waste management plan to increase waste diversion;
- a pedestrian master plan to create a safe, comfortable and attractive pedestrian environment throughout the City;
- a bicycle master plan that identifies improvements to the bicycle path and lane system across the City;
- a food and hunger action plan to promote food security for Torontonians; and
- cultural and recreational facility strategies to identify service gaps and opportunities to provide cultural and recreational facilities.

5.3.2 IMPLEMENTATION PLANS AND STRATEGIES FOR CITY-BUILDING

The Official Plan provides a long term vision based on principles that are durable, but detailed action-oriented plans, programs and strategies will be needed to implement the Plan and to adapt to changing circumstances and challenges over the life of the Plan. For many initiatives requiring significant resource investment and/or involving multiple stakeholders, an implementation strategy is also critical to success, helping to set priorities over time and promoting an orchestrated implementation response among corporate and community partners. *Council's Strategic Plan*, the *Economic Development Strategy*, *Social Development Strategy*, *Environmental Plan* and a *Fiscal Sustainability Plan* are all examples of broad plans and strategies that are needed and that must be updated regularly to help guide municipal investment and decision making. Other implementation plans, strategies and guidelines are needed to support the Plan's objectives overtime and provide more detailed implementation guidance.

Implementation plans and strategies are not amendments to the Plan, but they are needed for its effective implementation and must be consistent with it. They help to ground the Plan's policies and vision and bring balance to decision making to ensure priorities are addressed over the life of the Plan. They provide on the one hand, more detailed guidance and precision about implementation that cannot be captured in the Plan itself and on the other, the ability to respond to changing circumstances and priorities over time.

Policies

1. Implementation plans, strategies and guidelines will be adopted to advance the vision, objectives and policies of this Plan. These implementation plans, strategies and guidelines, while they express Council policy, are not part of the Plan unless the Plan has been specifically amended to include them, in whole or in part, and do not have the status of policies in this Plan adopted under the *Planning Act*.

5.3.3 STRATEGIC REINVESTMENT

As Toronto grows and evolves over the life of this Plan, there will be a constant need for investment in infrastructure and services to maintain and improve our quality of life. The demands for investment are great and choosing priorities will always be a

challenge. The Plan can help guide these difficult decisions, but it cannot predict from year to year what the best investment will be. Some priorities will emerge from the implementation plans and strategies discussed above, as well as specific area studies such as Secondary Plans, the *Avenue* Studies, and Community Improvement Plans.

In a world of limited resources, an important investment priority must be to take care of what we have – to maintain our streets, water and sewer infrastructure and watercourses, parks and urban forest, cultural and recreation facilities, transit and City owned buildings and housing in a "state of good repair". Existing unmet needs and servicing gaps must also be addressed. There is also opportunity for strategic public investment to help unlock the tremendous city-building potential represented by various former industrial and brownfield sites.

We must also be prepared to invest in growth. Growth-related investment can provide a significant return on investment in the long term. This investment can take the form of direct capital dollars or it can take the form of leveraging city owned assets – buildings and land – to achieve the objectives of the Plan. Large parcels of City owned land beside transit stations, some in key *Centres*, for example, are strategic investment opportunities. Using these assets strategically means seeing them as long term investment opportunities, not merely in terms of their current value.

We also have to find ways to invest without direct cost to the municipal taxpayer. Tools such as tax increment financing for example have been used successfully in many North American cities to renew declining areas and expand the municipal tax base in the long run, without immediate reliance on municipal capital expenditure. This Plan anticipates and supports the development of innovative funding mechanisms as needs are identified. Where additional legislative authority is required for such new tools, new powers will be sought.

Policies

1. Ensuring the health and safety of the public and maintaining City infrastructure and assets in a state of good repair are municipal investment priorities.

2. The need for new municipal investment to replace, enhance or build new infrastructure to implement this Plan will be identified through a variety of implementation plans and strategies. These include Secondary Plans and *Avenue* Studies, community service and facility strategies, Community Improvement Plans and other similar city-building initiatives, based on population and employment growth and existing unmet needs. The identified infrastructure improvements will be provided in a timely manner to service population and employment growth and existing unmet needs.

Senior Government Commitment to City-Building

In order that Toronto remain an economically competitive city, with vital neighbourhoods, a healthy environment, and an enviable quality of life, the City advocates greater involvement and investment by senior levels of government in Toronto's infrastructure, programs and overall wellbeing. This support is particularly critical in relation to city-building matters such as transportation infrastructure, green energy strategies, heritage preservation, affordable housing, redevelopment of brownfield lands, water/wastewater infrastructure and community/cultural facilities.

What is the best way to move 40 people?

New development will continue to be reviewed to ensure the adequacy of social and physical infrastructure. Where appropriate, staging or phasing of new development will be provided for where infrastructure improvements are required to service anticipated growth.

3. New funding mechanisms will be pursued to provide monies for investment in facilities, services and amenities.

4. City resources, especially lands and buildings, will be used to their best strategic advantage to advance the city-building objectives of this Plan and associated implementation plans and campaigns, and to leverage other public and private investment.

5.3.4 LEADERSHIP AND ADVOCACY

The City influences the way Toronto grows through its vision, investments, services, programs and planning decisions. The City must be a leader, demonstrating conviction and determination if Toronto is to flourish. Such leadership will take different forms, including advocacy to advance Toronto's interest on the regional, provincial, national and international stage.

The City must also lead by example, promoting continuous improvement and excellence in every aspect of city living. Toronto has to work with other cities and levels of government to establish new legislative powers and sources of sustainable funding that are needed to create a future with an enviable quality of life. The role of Toronto as Ontario's capital city and as a major net contributor to the regional, provincial and national economy needs to be recognized and fostered through a greater level of ongoing commitment and investment by senior levels of government.

Policies

1. To achieve the goals and objectives of this Plan, the City will:
   a) lead by example and pursue excellence and leading edge practices in all fields of municipal endeavour;
   b) advocate for new legislative powers and sustainable revenue sources commensurate with the expectations placed on Toronto to deliver services and programs and an excellent urban quality of life;
   c) exert influence through policy levers and partnerships; and
   d) seek partnerships with other levels of government, the business sector, labour and non-governmental and community organizations.

5.3.5 GREAT CITY CAMPAIGNS

Municipal governments cannot build great cities on their own. The City can lead by example, but ultimately leadership needs to be shared with business leaders, other public institutions, non-governmental organizations, community groups, residents and community volunteers to unleash ideas, energies and resources in common ventures. A city is successful when all sectors care enough to give their time, effort and money to build cultural centres, restore natural heritage features, find competitive alternatives to the private automobile or plant trees in their neighbourhood. A city with engaged and informed residents and business sector will attract greater levels of involvement and investment from other levels of government.

The campaigns for a Great City are intended to complement the other implementation tools and strategies of this Plan. The campaign approach can attract new resources and tap energies that bring lasting benefits to Toronto, both in the form of tangible improvements and engaged resident and business communities. Under this general umbrella campaign, leadership is needed to improve key areas of our quality of life such as:

- creating beautiful public spaces;
- providing transportation options that reduce auto dependency;
- building housing to meet the needs of all residents;
- greening the City; and
- supporting a dynamic downtown that is the business and cultural centre of Canada.

A campaign is defined by partnerships and alliances that rally support for reinvestment in the City's economic, social, cultural and environmental resources. Individual campaigns would typically be more focussed on a specific aspect of these broader objectives in order to be manageable. The City's role in campaign activity will vary, but the key role will be to identify needs and help bring people together to create self-directed, arms-length campaign teams, provide support and guidance for them and assist in project planning and implementation where assistance is needed.

Successful Community-Led Campaign Precedents in Toronto

The *Task Force to Bring Back the Don* is a group working with the support of the City of Toronto to achieve a clean, green and accessible Don River watershed. Working in cooperation with government and non-government organizations, the Task Force has been successful in planning projects, attracting financial and volunteer support and implementing award-winning restoration projects. Since 1989, thousands of trees, shrubs and wildflowers have been planted, clean-up days held, ponds restored and education programs launched.

Recognizing the connection between a flourishing urban forest and a healthy city, Toronto's *Tree Advocacy Program* was launched in 2000 to supplement existing tree planting efforts. While the City of Toronto allocates funding for the program, the generous contributions of volunteer effort and money by individuals, community organizations and corporations are the main reason for its success. Every year tens of thousands of trees and shrubs are planted at sites across the City.

Bring Back the Don: The City of Toronto working with citizens on environmental regeneration projects

The Toronto Music Garden: A model for future campaign partnerships

Policies

1. Campaigns and campaign projects will promote creative community partnerships, public engagement and community based leadership and where appropriate, link with existing City initiatives, to maintain a vital, attractive, inclusive and economically competitive Toronto.

2. Campaigns and campaign projects will engage community groups, business and industry, non-governmental organizations, our universities and colleges,

Tree Advocacy Program: Community participation is the root of its success

the arts and cultural communities, Council and representatives of other levels of Government to achieve progress over time in the priority areas:

a) creating beautiful places that improve public spaces and streetscapes;
b) providing transportation options that reduce auto dependency;
c) building housing that meets the needs of all Torontonians;
d) greening Toronto through naturalization, planting trees and acquiring and protecting natural areas; and
e) supporting a dynamic downtown.

Other priority improvement areas for campaigns may be identified by the City from time to time to advance this Plan's city-building vision and reflect changing community concerns and priorities.

5.4 MONITORING AND ASSESSMENT

The Plan is a high level policy document intended to guide decision making over the long term. Even so, course correction will still be needed over the life of the Plan and policy changes may be warranted from time to time. New implementation initiatives will be needed and priorities will require adjustment in response to the varied and changing conditions in the City. Monitoring facilitates our ability to respond to these changes and can improve the quality of our decision making. Responsiveness, adaptability and continuous improvement will be enhanced through a commitment to tracking key indicators of social, economic, environmental and fiscal conditions, and by understanding the real changes to our quality of life and their underlying causes. It is vital to monitor and track how far we have come and to see how we can do even better.

Progress and success can be gleaned from periodic assessments of the Plan's key elements and city-building agenda. These periodic assessments will look at the success of the growth management strategies of the Plan, the quality of the living and working environments we have created and Toronto's evolving relationship with the broader urban region. These assessments may reveal new emerging priority areas that should be addressed through Secondary Plans, Community Improvement Plans, strategic reinvestment initiatives or changes to the Plan itself. As required by the *Planning Act*, every five years Council will determine whether there is a need to review the Official Plan.

Policies

1. Appropriate targets and indicators will be established to serve as a basis for assessing progress toward achieving the objectives of this Plan. Progress will be assessed periodically and will be informed by analyses of:

   a) the social, economic, environmental and fiscal trends affecting the City, the region, the province and the country;

b) population, employment and housing trends;
c) changing travel patterns;
d) changes in the legislative environment; and
e) social and physical infrastructure improvements required and provided to serve growth in population and employment.

2. The need to review and revise this Plan will be considered every five years to ensure the continued relevance of the Plan's policies and objectives in light of changing social, economic, environmental, legislative and fiscal circumstances. This assessment will examine achievements in the Plan's growth management strategy, the quality of the living and working environments created, the impact of growth in population and employment upon the services and quality of life enjoyed by residents and workers and Toronto's evolving relationship with the broader urban region, among other matters. The need for new implementation initiatives will also be considered at least every five years, or sooner as circumstances warrant.

5.5 THE PLANNING PROCESS

The *Planning Act* encourages public involvement in the planning process and enables Council to require an applicant to provide, at the time a planning application is made, information Council determines is needed to make an informed decision. Regulations under the *Planning Act* prescribe minimum complete application requirements. The *Act* also enables a municipality to identify additional requirements, beyond the prescribed minimum, by having complete application policies in the Official Plan. Council may refuse to accept or further consider a planning application until all such materials have been received.

Applicants are encouraged, but not required, to consult with the Ward Councillor, City staff and local community prior to formal submission of a planning application.

Following receipt of a complete planning application, Council will determine whether the City is satisfied with pre-application community consultation, in particular any pre-application community meeting(s) held in accordance with City standards, and whether one or more subsequent community meetings will be required under the provisions of Policy 5.5.1(c)(ii).

In accordance with the *City of Toronto Act*, Council may delegate by by-law its duty to notify applicants as to the completeness of planning applications.

The application materials and related documents will be made available to the public in accordance with the requirements of the *Planning Act* and the provisions of this Plan.

Policies

1. Public Involvement

   A fair, open and accessible public process for amending, implementing and reviewing this Plan will be achieved by:

   a) encouraging participation by all segments of the population, recognizing the ethno-racial diversity of the community and with special consideration to the needs of individuals of all ages and abilities;

   b) promoting community awareness of planning issues and decisions, through use of clear, understandable language and employing innovative processes to inform the public, including the use of traditional and electronic media; and

   c) providing adequate and various opportunities for those affected by planning decisions to be informed and contribute to planning processes, including:

      i) encouraging pre-application community consultation;

      ii) holding at least one community meeting in the affected area, in addition to the minimum statutory meeting requirements of the *Planning Act*, for proposed Official Plan and/or Zoning By-law amendments prior to approval;

      iii) ensuring that information and materials submitted to the City as part of an application during the course of its processing are made available to the public; and

      iv) ensuring that draft Official Plan amendments are made available to the public for review at least twenty days prior to statutory public meetings, and endeavouring to make draft Zoning By-law amendments available to the public for review at least ten days prior to statutory public meetings, and if the draft amendments are substantively modified, further endeavouring to make the modified amendments publicly available at least five days prior to consideration by Council.

Information and materials to be made available to the public for review will be provided upon request in electronic and/or paper copy form at a fee not to exceed the City's actual cost in providing such information or material.

2. Complete Applications

   Applications to amend the Official Plan, to amend the Zoning By-law and applications for Plan of Subdivision, Plan of Condominium or Consent to Sever will comply with the statutory complete application submission requirements of the *Planning Act* and the requirements identified in Schedule 3.

   In addition, applications for Site Plan Control Approval should satisfy the submission requirements identified in Schedule 3.

Schedule 3 outlines the City requirements for complete applications. When seeking development approvals from the City, applicants should also refer to "Building Toronto Together – A Development Guide" which outlines the City's development review processes. In addition to the requirements of the *City of Toronto Act*, *Planning Act* and/or Regulations, the City may require additional information to properly evaluate an application. Complete application requirements may be discussed during pre-application consultation.

5.6 INTERPRETATION

The following policies provide guidance for the understanding and interpretation of the text, maps, schedules, figures and images of this Plan.

Policies

1. The Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

2. Maps 2, 3, 4, 5, 6, 8(C) inclusive and Maps 11-23 inclusive and Schedules 1, 2 and 3 are part of the Official Plan. Maps contained in Chapters Six and Seven are part of this Plan with the exception of Maps 24-35 inclusive. All other mapping is provided for information and is not part of this Plan.

3. The shaded text within Chapters One to Five contains the policies of the Official Plan. Unshaded text and sidebars within Chapters One to Five are provided to give context and background and assist in understanding the intent of policies but are not policy. Changes to the unshaded text and sidebars will only be made as part of and subject to a review of the Official Plan mandated under the *Planning Act* resulting in an Official Plan Amendment, or as part of and subject to amendments to related Official Plan policies. All the text in Chapters Six and Seven contain policies of the Official Plan.

4. Illustrations and photos are included for the purpose of illustration only and are not part of the Official Plan.

5. Boundaries of land use designations on Maps 13-23 inclusive are general except where delimited by a defined Secondary Plan or area specific policy, or where they coincide with fixed distinguishable features such as roads, public laneways, utility corridors, railroads, watercourses or other clearly defined physical features.

   In all other instances, the boundaries of land use designations will be determined by a review of:

   a) existing zoning by-laws;
   b) prevailing lot depths;
   c) orientation of lot frontages;
   d) lot patterns; and
   e) land use patterns.

   Where the intent of the Plan is maintained, minor adjustments to boundaries will not require amendment to this Plan. In those situations where Council determines that greater certainty is desirable, area specific mapping will be adopted through an amendment to this Plan.

6. The policies of this Plan apply to the areas subject to Secondary Plans contained in Chapter Six, except in the case of a conflict, the Secondary Plan policy will prevail.

7. The policies of this Plan will apply to areas subject to site/area specific policies contained in Chapters Six and Seven except where in the case of a conflict, the site/area specific policy will prevail.

8. The implementation of this Plan will take place over time and the use of words such as "will" or "must" should not be construed as Council's commitment to

proceed with all of these undertakings immediately. These will typically occur in a phased manner, subject to budgeting and program availability.

9. The indication of any proposed roads, parks, municipal services or infrastructure in policy text or on Plan maps or schedules, including Secondary Plan maps or schedules, will not be interpreted as a commitment by the City to provide such services within a specific time frame unless otherwise stated elsewhere in the Plan. Minor adjustments to the location of these features do not require an amendment to the Plan provided they meet the intent of the Plan.

10. The indication of any proposed roads, parks, services or infrastructure in policy text or on Plan maps or schedules, including Secondary Plan maps or schedules, will not be interpreted as necessarily being specifically or solely the responsibility of the City to provide, finance or otherwise implement.

11. Provided that the purpose, effect, intent, meaning and substance are in no way affected, the following technical revisions to this Plan are permitted without Official Plan amendments:
    a) changing the numbering, cross-referencing and arrangement of the text, tables, schedules and maps;
    b) altering punctuation or language for consistency;
    c) correcting grammatical, dimensional and boundary, mathematical or typographical errors; and
    d) adding technical information to maps or schedules.

12. All planning decisions and city-building activities will recognize the requirements of the federal and provincial governments and their agencies, including but not limited to:
    a) federal and provincial legislation;
    b) statements of policy direction on matters of provincial interest; and
    c) applicable standards and guidelines.

13. When an application for rezoning or minor variance is received in a *Neighbourhood*, *Apartment Neighbourhood*, or *Mixed Use Area* adjacent to a *Neighbourhood* or an *Apartment Neighbourhood* for which an *Avenue* Study or a zoning review has been completed, and where no numeric height or density limit is specified in this Plan:
    a) a determination will be made as to whether or not such height and/or density limits as are contained in the applicable Zoning By-law implement the Plan, irrespective of whether enactment of the By-law pre-dates approval of the Plan; and
    b) where they implement the Plan, such limits will be considered to be an important element and point of reference in the assessment of the application. Any increase beyond these limits will require appropriate planning justificati consistent with the policies of the Plan.

14. All Schedules and Appendices to the Official Plan, including those found in Secondary Plans, will be maintained, updated and published so as to remain as current as practicable.

15. Use of the word "will" is prescriptive, to be interpreted as equivalent to "shall" unless the context clearly indicates otherwise.

TORONTO

OFFICIAL PLAN

SCHEDULES 1, 2 & 3

EXISTING MINOR STREETS WITH RIGHT-OF-WAY WIDTHS GREATER THAN 20 METRES

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY WIDTH
Adanac Dr	Bellamy Rd S	Mason Rd	27
Alton Towers Crcl	All		27
Anglesey Blvd	Islington Ave	Royal York Rd	30
Arleta Ave	Grandravine Dr	Sheppard Ave W	27
Armour Blvd	York Downs Dr	Bombay Ave	27
Ashley Rd	Royal York Rd	The Kingsway	27
Attwell Dr	Disco Rd	Dixon Rd	27
Aukland Rd	Bloor St W	St. Albans	23
Avondale Ave	Yonge St	South Downtown Service Rd	27
Bamburgh Crcl	All		27
Banbury Rd	Beaverhall Dr	Lawrence Ave E	27
Bannatyne Dr	Woodsworth Rd	Stubs Dr	27
Bannatyne Dr	Stubs Dr	Beaverhall Dr	30
Bannatyne Dr	Beaverhall Dr	Leslie St	23
Barber Greene Rd	Overland Dr	Don Mills Rd	27
Barmac Dr	Steeles Ave W	Ormont Dr	27
Beamish Dr	Bloor St W	Dundas St W	23
Beare Rd	Steeles Ave E	Finch Ave E	27
Beechgrove Dr	Lawrence Ave E	Copperfield Rd	27
Beecroft Rd	Ellerslie Ave	Park Home Ave	30
Beecroft Rd	Park Home Ave	200 m north of Elmhurst Ave	27
Beecroft Rd	200 m north of Elmhurst Ave	Sheppard Ave W	36
Beecroft Rd	Sheppard Ave W	Poyntz Ave	27
Bellamy Rd S	Adanac Dr	Kingston Rd	27
Benton Rd	Lawrence Ave W	Colville Rd	27
Bergamot Ave	Rexdale Blvd	Islington Ave	27
Berry Rd	Prince Edward Dr S	Stephen Dr	27
Bethridge Rd	Highway 27	Kipling Ave	27
Beverly Hills Dr	Wilson Ave	Jane St	27
Birmingham St	Elder Ave	Kipling Ave	27
Birmingham St	Kipling Ave	Dwight Ave	30
Bishop Ave	Yonge St	Maxome Ave	23
Blossomfield Dr	Flemington Rd	Lawrence Ave W	23
Borough Dr	Triton Rd	Town Centre Crt	27
Bradstock Rd	Weston Rd	Rivalda Rd	27

SCHEDULE 1

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY WIDTH
Brahms Ave	Rameau Dr	Finch Ave E	30
Brenyon Way	Sewells Rd	Sheppard Ave E	27
Brian Dr	Van Horne Ave	Sheppard Ave E	23
Bridgeport Dr	Lawrence Ave E	Bridgend St	27
Bridletowne Crcl	All		27
Brimley Rd	St. Clair Ave E	Bluffers Park Rd	27
Brimorton Dr	Brimley Rd	Orton Park Rd	27
Bushby Dr	McCowan Rd	Grangeway Ave	27
Cactus Ave	Steeles Ave W	Peckham Ave	30
Cactus Ave	Peckham Ave	Green Bush Rd	27
Canarctic Dr	Keele St	Petrolia Rd	27
Carnforth Rd	Teak Ave	Lawrence Ave E	27
Carpenter Rd	Steeles Ave W	Fisherville Rd	23
Carrier Dr	Westmore Dr	Albion Rd	27
Centennial Park Blvd	Eglinton Ave W	Rathburn Rd	27
Centennial Rd	Lawson Rd	Lawrence Ave E	27
Ceramic Rd	Toro Rd	St. Regis Cres N	27
Champagne Dr	Chesswood Dr	Finch Ave W	27
Church Ave	Yonge St	Doris Ave	30
Churchill Ave	Canterbury Pl	Yonge St	30
Clansman Blvd	Leslie St	100 m east of Leslie St	30
Clanton Park Rd	Lowesmoor Ave	Dorchester Dr	45+
Clanton Park Rd	Dorchester Dr	Yeomans Rd	36
Colville Rd	Sheffield St	Benton Rd	27
Comstock Rd	Pharmacy Ave	Warden Ave	27
Conlins Rd	Sheppard Ave E	Military Trl	27
Consumers Rd	Sheppard Ave E	Yorkland Blvd	27
Consumers Rd	Yorkland Blvd	Yorkland Blvd	27
Cordova Ave	Dundas St W	Central Park Rdwy	27
Coronation Dr	Manse Rd	Beechgrove Dr	27
Cowdray Crt	All		27
Credit Union Dr	Eglinton Ave E	Mobile Dr	27
Cummer Ave	Bayview Ave	Pineway Blvd	23
Cummer Ave	Pineway Blvd	Leslie St	27
Curlew Dr	Lawrence Ave E	Victoria Park Ave	27
Disco Rd	Highway 427	Attwell Dr	27
Dolomite Dr	Alness St	Dufferin St	27
Don Lake Gt	Don Lake Gt	Bathurst St	33
Doris Ave	Norton Ave	Hollywood Ave	36
Doris Ave	Hollywood Ave	Sheppard Ave E	27

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY WIDTH
Driftwood Ave	Jane St	Finch Ave W	23
Driftwood Ave	Finch Ave W	Topcliff Ave	27
Driftwood Ave	Topcliff Ave	Grandravine Dr	23
Drummond St	Royal York Rd	Dwight Ave	23
Dufferin St	Regent Rd	Wilson Ave	27
Dufflaw Rd	Orfus Rd	Lawrence Ave W	27
Dunbloor Rd	Dundas St W	Bloor St W	26
Duncan Mill Rd	Lesmill Rd	250 m west of Don Mills Rd	27
Duncan Mill Rd	250 m west of Don Mills Rd	Don Mills Rd	45+
Durnford Rd	Sheppard Ave E	Rylander Blvd	27
Dwight Ave	Drummond St	Lake Shore Blvd W	23
East Ave	Lawrence Ave E	GO Station Parking (North Lot)	27
East Mall Cres	The East Mall	Dundas St W	36
Eddystone Ave	Oakdale Rd	Jane St	27
Edenbridge Dr	Scarlett Rd	Royal York Rd	23
Ellerslie Ave	Beecroft Rd	Yonge St	23
Elmhurst Ave	Beecroft Rd	Yonge St	27
Elmwood Ave	Doris Ave	Yonge St	30
Empress Ave	Yonge St	Doris Ave	30
Empress Ave	Doris Ave	Bayview Ave	23
Eringate Dr	Highway 427	Renforth Dr	27
Esterbrooke Ave	Shaughnessy Blvd	Don Mills Rd	27
Eva Rd	The West Mall	Highway 427	27
Falstaff Ave	Jane St	Culford Rd	23
Farnboro Rd	Highway 427	Attwell Dr	27
Fasken Dr	Carlingview Dr	Highway 427	27
Faywood Blvd	Sheppard Ave W	Wilson Ave	27
Fenmar Dr	Weston Rd	Norelco Dr	27
Fenn Ave	Medalist Rd	Gordon Rd	23
Fenside Dr	Brookbanks Dr	Lynedock Cres	27
Finch Ave E	Beare Rd	City Boundary	27
Flint Rd	All		27
Galloway Rd	Lawrence Ave E	Guildwood Pkwy	27
Gary Dr	Yelland St	Pelmo Cres	27
Garyray Dr	Irondale Dr	Rossdean Dr	27
Gateway Blvd	Don Mills Rd	Grenoble Dr	30
Gateway Blvd	Grenoble Dr	Grenoble Dr	27
Gateway Blvd	Grenoble Dr	Don Mills Rd	30
Gervais Dr	All		23

SCHEDULE 1

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY WIDTH
Gibbs Rd	The East Mall	Highway 427	27
Gordon Baker Rd	Victoria Park Ave	Pharmacy Ave	27
Gordon Mackay Rd	Suntract Rd	Jane St	23
Gordon Murison Ln	All		27
Grand Ave	The Queensway	Portland St	30
Grand Marshall Dr	Milner Ave	Sheppard Ave E	25
Grandravine Dr	Jane St	Keele St	23
Green Belt Dr	Don Mills Rd	Nob Ln	27
Greenbrae Crct	Markham Rd	Lawrence Ave E	27
Greencedar Crct	Lawrence Ave E	Markham Rd	27
Greencrest Crct	Greencedar Crct	Lawrence Ave E	27
Greenfield Ave	Yonge St	Doris Ave	27
Greenholm Crct	Markham Rd	Lawrence Ave E	27
Gulliver Rd	Culford Rd	Keele St	27
Harold Evans Dr	Gordon Baker Rd	McNicoll Ave	27
Hendon Ave	Greenview Ave	Yonge St	27
Hilda Ave	Steeles Ave W	Newtonbrook Blvd	23
Holiday Dr	Permfield Path	The West Mall	27
Horner Ave	Browns Line	Westhead Rd	27
Hullmar Dr	Gosford Blvd	York Gate Blvd	27
Humber College Blvd	Finch Ave W	Highway 27	30
Humber College Blvd	Highway 27	Lynmont Rd	27
Humber College Blvd	Lynmont Rd	John Garland Blvd	23
Humberline Dr	Albion Rd	Woodlot Cres	27
Humberline Dr	Woodlot Cres	Humber College Blvd	23
Humberwood Blvd	Humberline Dr	Rexdale Blvd	23
Ingram Dr	Keele St	Sheffield St	27
Invergordon Ave	Havenview Rd	Scunthorpe Rd	21
Irondale Dr	Steeles Ave W	Grayray Dr	27
Island Rd	Port Union Rd	Brownfield Gdns	27
Jethro Rd	Kirby Rd	Wilson Ave	27
John Garland Blvd	Finch Ave W	Kipling Ave	27
Jonesville Cres	50 m west of Victoria Park Ave	Victoria Park Ave	30
Judson St	Horner Ave	Royal York Rd	23
Kennedy Rd	Danforth Rd	Highview Ave	27
Kenneth Ave	Finch Ave E	Sheppard Ave E	23
Kincort St	Ingram Dr	Northwestern Ave	27
Kodiak Cres	Whitehorse Rd	Sheppard Ave W	27

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY WIDTH
La Rose Ave	Royal York Rd	Scarlett Rd	23
Lawrence Ave E	The Bridle Path	Park Lane Crcl	23
Lawrence Ave E	The Bridle Path	120 m east of The Bridle Path	23
Lawrence Ave E	120 m east of The Bridle Path	Blaine Dr	27
Lawson Rd	Highway 2A	Port Union Rd	27
Legion Rd	All		27
Leith Hill Rd	Shaughnessy Blvd	Don Mills Rd	23
Lesmill Rd	Leslie St	York Mills Rd	23
Littles Rd	Steeles Ave E	South End	27
Livingston Rd	Westlake Rd	Guildwood Pkwy	27
Livingston Rd	Guildwood Pkwy	South End	21
Lord Seaton Rd	Yonge St	Upper Canada Dr	27
Manse Rd	Kingston Rd	Copperfield Rd	27
Maple Leaf Dr	Jane St	Liscombe Rd	Non-Uniform
Maple Leaf Dr	Liscombe Rd	Keele St	23
Martin Ross Ave	Alness St	Dufferin St	23
Mason Rd	Eglinton Ave E	Adanac Dr	27
Maxome Ave	Steeles Ave E	Finch Ave E	23
McCowan Rd	Eglinton Ave E	North End	27
McNicoll Ave	Leslie St	Gordon Baker Rd	27
McRae Dr	Laird Dr	Bayview Ave	27
Meadowvale Rd	Plug Hat Rd	Old Finch Rd	27
Melrose Ave	Bathurst St	100 m west of Elm Rd	23
Metropolitan Rd	Warden Ave	East End	27
Military Trl	Old Kingston Rd	Highway 2A	27
Mill Rd	Rathburn Rd	Bloor St W	27
Millwick Dr	Islington Ave	Milvan Dr	27
Millwood Rd	Bayview Ave	Southvale Dr	24
Milner Ave	Morningside Ave	Grand Marshall Dr	30
Milvan Dr	Toryork Dr	Finch Ave W	27
Mobile Dr	Credit Union Dr	Bermondsey Rd	27
Mondeo Dr	All		23
Moore Ave	Bayview Ave	Mallory Cres	27
Morningstar Extension	Highway 27	Humberwood Blvd	23
Morrish Rd	Canmore Blvd	Highway 2A	27
Murray Ross Pkwy	Sentinel Rd	Keele St	30
Murray Ross Pkwy	Steeles Ave W	Shoreham Dr	30
Neilson Rd	Passmore Ave	Finch Ave E	27
New Toronto St	Kipling Ave	Dwight Ave	23

SCHEDULE 1

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY WIDTH
Newton Dr	Yonge St	Bayview Ave	23
Norseman St	Kipling Ave	Royal York Rd	23
North York Blvd	Beecroft Rd	Yonge St	30
Norton Ave	Yonge St	Doris Ave	23
Old Finch Ave	Reesor Rd	Meadowvale Rd	27
Old Sheppard Ave	Brian Dr	Doubletree Rd	27
Old Sheppard Ave	Doubletree Rd	Victoria Park Ave	23
Orfus Rd	Caledonia Rd	Dufferin St	23
Ormont Dr	Toryork Dr	CP Railway	27
Ormont Dr	CP Railway	Fenmar Dr	45+
Ormont Dr	Fenmar Dr	Signet Dr	27
Park Home Ave	Beecroft Rd	Yonge St	27
Park Lawn Rd	Berry Rd	The Queensway	27
Parkway Forest Dr	Sheppard Ave E	150 m south of Sheppard Ave	27
Passmore Ave	Beare Rd	West End	27
Passmore Ave	Kennedy Rd	Midland Ave	23
Passmore Ave	Middlefield Rd	Neilson Rd	27
Paxman Rd	The West Mall	Norris Glen Rd	23
Peckham Ave	Greenwin Village Rd	Cactus Ave	27
Pelmo Cres	Gary Dr	Uphill Ave	23
Petrolia Rd	Steeles Ave W	Canarctic Dr	27
Pickering Townline Rd	Steeles Ave E	Finch Ave	27
Plug Hat Rd	Meadowvale Rd	Beare Rd	27
Port Union Rd	Lawrence Ave E	Bridgend St	30
Poyntz Ave	Beecroft Rd	Yonge St	30
Prince Edward Dr S	Bloor St W	Berry Rd	23
Prince Philip Blvd	Guildwood Pkwy	Sylvan Ave	21
Princess Margaret Blvd	Islington Ave	Martin Grove Rd	27
Provost Dr	Sheppard Ave E	South End	27
Queens Plate Dr	Rexdale Blvd	Bethridge Rd	27
Racine Rd	Martin Grove Rd	Kipling Ave	27
Railside Rd	Lawrence Ave E	Lawrence Ave E	27
Ranee Ave	Dufferin St	Bathurst St	23
Rathburn Rd	Islington Ave	Kipling Ave	27
Reesor Rd	Steeles Ave E	Old Finch Ave	27
Renforth Dr	Rathburn Rd	Bloor St W	27
Ridley Blvd	Brooke Ave	50 m south of Brooke Ave	27

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY WIDTH
Rivalda Rd	Bradstock Rd	Sheppard Ave W	27
Royalcrest Rd	Martin Grove Rd	Highway 27	27
Rustic Rd	Blue Springs Rd	Connie St	27
Rylander Blvd	Tideswell Blvd	Kingston Rd	27
Sandhurst Crcl	All		27
Scunthorpe Rd	Sheppard Ave E	Milner Ave	27
Sentinel Rd	Murray Ross Pkwy	Finch Ave W	33
Sentinel Rd	Finch Ave W	Derrydown Rd	30
Sentinel Rd	Derrydown Rd	Sheppard Ave W	27
Settlers Rd	Sheppard Ave E	Lansing Sq	27
Sewells Rd	Steeles Ave E	Old Finch Ave	27
Shaughnessy Blvd	Delverton Pl	Sheppard Ave E	30
Shaughnessy Blvd	Sheppard Ave E	Silkwood Cres	27
Sheffield St	Colville Rd	Ingram Dr	27
Sherway Gt	Evans Ave	Sherway Gardens Rd	23
Shoreham Dr	Hullmar Dr	Jane St	27
Shoreham Dr	Jane St	Murray Ross Pkwy	30
Shorting Rd	Nugget Ave	Sheppard Ave E	21
Silverdale Cres	York Mills Rd	Laurentide Dr	27
Silverstone Dr	Finch Ave W	Stevenson Rd	27
St. Albans Rd	Aukland Rd	Kipling Ave	23
St. Regis Cres	Keele St	Tuscan Gt	27
St. Regis Cres N	Ceramic Rd	St. Regis Cres	27
Steeprock Dr	Chesswood Dr	Dufferin St	27
Sufferance Rd	Kennedy Rd	East End	27
Supertest Rd	Alness St	Dufferin St	27
Talbot Rd	Newtonbrook Blvd	Lorraine Dr	23
Tangiers Rd	Toro Rd	North End	27
Tempo Ave	Harold Evans Dr	Victoria Park Ave	27
The Donway E	Don Mills Rd	Don Mills Rd	27
The Donway W	Don Mills Rd	Don Mills Rd	27
The East Mall	Eglinton Ave W	West Deane Park Dr	27
The Kingsway	Kipling Ave	Ashley Rd	30
The Kingsway	Ashley Rd	Lambeth Rd	23
The Kingsway	Lambeth Rd	Dundas St W	36
The Kingsway	Dundas St W	Bloor St W	30
The Pond Rd	Sentinel Rd	Petrolia Rd	27
The West Mall	Wellesworth Dr	Rathburn Rd	27
Thorncliffe Park Dr	Overlea Blvd	Beth Nealson Dr	27
Toro Rd	Keele St	Ceramic Rd	27

SCHEDULE 1

STREET NAME	FROM	TO	PLANNED RIGHT-OF-WAY WIDTH
Torresdale Ave	Finch Ave W	North End	27
Toryork Dr	Milvan Dr	100 m west of Weston Rd	27
Toryork Dr	100 m west of Weston Rd	Weston Rd	36
Town Centre Crt	Borough Dr	McCowan Rd	27
Tuscan Gt	St. Regis Cres	Sheppard Ave W	27
Underhill Dr	Brookbanks Dr	Lawrence Ave E	27
Underpass Gt	Fenelon Dr	Roywood Dr	33
Uphill Ave	Pelmo Cres	Woodward Ave	23
Upper Canada Rd	Lord Seaton Dr	Aldershot Cres	30
Usher Ave	Royal York Rd	The Kingsway	27
Valentine Dr	Shamokin Dr	York Mills Rd	27
Valhalla Inn Rd	The East Mall	Highway 427	27
Valleybrook Dr	Duncan Mills Rd	Lesmill Rd	23
Van Horne Ave	Leslie St	Victoria Park Ave	27
Varna Dr	Ranee Ave	Lawrence Ave W	23
Vice Regent Blvd	Queens Plate Dr	Highway 27	27
West Mall Cres	The West Mall	Dundas St W	27
Westhumber Blvd	Martin Grove Rd	Kipling Ave	23
Westmore Dr	Albion Rd	Finch Ave W	23
Widdicombe Hill Blvd	Kipling Ave	Eglinton Ave W	27
William Carson Cres	Yonge St	North End	23
William Kitchen Rd	Progress Ave	North End	23
Yeomans Rd	York Downs Dr	Clanton Park Rd	30
Yonge Blvd	Wilson Ave	Brooke Ave	27
York Downs Dr	Yeomans Rd	Armour Blvd	27
York Gate Blvd	Jane St	Finch Ave W	27
York Mills Access Ramp	York Mills Rd	West End	45+
York Mills Rd	Park Woods Village Dr	Ness Dr	27
York Mills Rd	Ness Dr	Victoria Park Ave	23

THE DESIGNATION OF PLANNED BUT UNBUILT ROADS

Note: **Additional planned but unbuilt roads are designated in Secondary Plans or contained within approved development agreements.**

STREET NAME	FROM	TO
New Link	Intersection of North Queen St and Manstor Rd	The West Mall (north of the CP rail corridor)
New Link	The Queensway (opposite first set of traffic signals east of The West Mall)	Future westerly North Queen St Extension
New Link	The Queensway, west of The West Mall	The West Mall, south of The Queensway
New Link	Intersection of North Queen St and Manstor Rd	The West Mall
New Link	Intersection of Norris Glen Rd and Paxman Rd	Dundas St W (opposite Highway 427 southbound off-ramp at Dundas St W)
Aukland Rd	Bloor St West	Burnhamthorpe Rd
Legion Rd	Legion Rd terminus south of CN rail corridor (Lake Shore GO line)	F. G. Gardiner Expwy eastbound off-ramp at Park Lawn Rd
F. G. Gardiner Expwy eastbound off-ramp at Park Lawn Rd - addition of a westbound lane	Park Lawn Rd	Legion Rd
Queens Plate Drive (completion of ring road around intersection of Hwy 27 and Rexdale Blvd)	Queens Plate Dr (western leg) at Rexdale Blvd	Vice Regent Blvd
Marine Parade Dr	Easterly extension of Marine Parade Dr	Lake Shore Blvd W
Finch Ave E	Finch Ave E	Morningside Ave/CPR
Morningside Ave[1](see endnote)	Finch Ave E	Steeles Ave E
Bridgend St	Port Union Rd	Lawrence Ave
Executive Crt	Executive Crt (easterly)	Markham Rd & Hwy 401 WB Ramp
Bushby Dr	Grangeway Ave	Markham Rd
Grangeway Ave	Bushby Dr	Ellesmere Rd
Bellamy Rd N	(over) Hwy 401	Milner Ave
Nugget Ave	McCowan Rd	Sheppard Ave
Midwest Rd	Midwest Rd (northerly)	Ellesmere Rd

SCHEDULE 2

STREET NAME	FROM	TO
Silver Star Blvd	South of McNicoll Ave	Passmore Ave
Milliken Blvd	Milliken Blvd (northerly)	Steeles Ave (at Redlea Ave)
Lebovic Rd	Eglinton Ave	Ashtonbee Rd
Sinnott Rd	Sinnott Rd (southerly)	
New Link	Upton Rd	Hymus Rd
New Link	Sheppard Ave (at Dean Park)	Sheppard Ave (east of Conlins)
New Link	Morningside Ave	Milner Ave at Hwy 401 WB Ramp
New Link	Milner Ave	Neilson Rd overpass
New Link	Metropolitan Rd	Continental Pl
Allanford Rd	Sheppard Ave	Bonis Ave
Cowdray Crt	Cowdray Crt east end	Reidmount Ave Extension
Reidmount Ave	Sheppard Ave	Sufferance Rd
Lamont Ave	Lamont Ave south end	Sufferance Rd
Sufferance Rd	Sufferance Rd (existing terminus)	CNR/GO Transit rail tracks
Copperfield Rd	Manse Rd	Beechgrove Dr
Weybright Crt	Weybright Crt west end	Lamont Ave Extension
Bridgend St	Bridgeport Dr	Port Union Rd
Chartway Blvd	Chartway Blvd (westerly)	Morningside Ave/Military Trail
New Link (North/South)	Military Trail (north of)	Ontario Hydro Corridor
New Link (East/West)	Morningside Ave (west of)	Ontario Hydro Corridor
Luella St	Beachell St	Eglinton Ave
New Link	Beachell St	Centre St
New Link	North-south road west of Beachell St	
Asterfield Dr	Lawrence Ave	Kingston Rd
McNicoll Ave	Tapscott Rd	Morningside Ave
Nantucket Blvd	Nantucket Blvd north end	Ellesmere service road
Nantucket Blvd	Nantucket Blvd south end	Lawrence service road
Crouse Rd	Underwriters Rd	Crockford Blvd
Romac Dr	Romac Drive west end	Morrish Rd
Copeland St	Wicksteed Ave	Eglinton Ave
New Link	Commercial Rd	Thorncliffe Park Dr
New Link 3	Banigan Dr	Thorncliffe Park Dr
New Link	Banigan Dr	New Link 3
New Link 5	Thorncliffe Park Dr	Thorncliffe Park Dr

TORONTO OFFICIAL PLAN TORONTO OFFICIAL PLAN

STREET NAME	FROM	TO
New Link 6	New Link 5	Overlea Blvd
New Link	New Link 6	Thorncliffe Park Dr
New Link	Canvarco Rd	Esander Dr
Redway Rd	Millwood Rd	Bayview Ave
Chesswood Dr Extension	Finch Ave W	Flint Rd
Futurity Gate Extension S	Steeles Ave W	Dufferin St
Murray Ross Pkwy Extension	Keele St	Tangiers Rd Extension
Oriole Vista Dr	Provost Dr	Leslie St
Select Avenue	Existing terminus, east of State Crown Blvd	Markham Rd
Settlers Rd Extension	Settlers Rd	South to Consumers Rd
S. Downtown Service Rd	Sheppard Ave E	Avondale Ave
S. Downtown Service Rd	Yonge St	Anndale Dr
Tangiers Rd Extension	Finch Ave W	Petrolia Rd
Transit Rd Ext Ramps	William R Allen Rd	Transit Rd Extension
Transit Rd Extension	Transit Rd	Sheppard Ave W
Service Rd East Loop	Bishop Ave	Norton Ave
Service Rd West Loop	Drewry Ave	Ellerslie Ave
New Link	Sheppard Ave W	Allen Rd
Downsview East/ West Collector	Transit Rd Extension	Sheppard Ave W
Downsview East/ West Collector	Transit Rd Extension	Keele St
Dufferin St jog elimination	Queen St	Peel Ave
New Link	Union St	Keele St
New Link	Price St	Scrivener Sq
New Link	Crouse Rd	Bertrand Ave
New Link	Progress Ave	Novopharm Crt
New Link	The Queensway	Running south between The Queensway and the south limit of the property
New Link	Zorra St	St. Lawrence Ave
New Link	Dundas St W	Looped north and back to Dundas St W between Royal York Rd and Prince Edward Dr

SCHEDULE 2

STREET NAME	FROM	TO
New Link A[2]	Rexdale Boulevard	New Link D
New Link B[2]	New Link A	New Link C
New Link C[2]	New Link B	Rexdale Boulevard
New Link D[2]	New Link A	approximately 25 metres west of Link A
New Link A[3]	Kingston Road	East Haven Drive
New Link B[3]	Kingston Road	Pell Street Lane
New Link C[3]	Kingston Road	Leisure Lane
New Link	Eva Road (centred on a point approximately 131 metres east of eastern limit of The West Mall right-of-way)	Civic Centre Court
New Link	The intersection of Eglinton Avenue East and and Cedar Drive running south, then southeast	Kingston Road
New Link	Markham Road	The southerly extension of Cedar Drive to the east
New Link	Opposite Duplex Crescent	Berwick Avenue, east of Duplex Avenue
Northwest Gate	Ian MacDonald Boulevard	Steeles Avenue West
Founders Road	Ian MacDonald Boulevard	Steeles Avenue West
Ian MacDonald Boulevard	Shoreham Drive	The Chimneystack Drive
The Chimneystack Road	Ian MacDonald Boulevard	Keele Street
New Link	Evelyn Wiggins Drive	The Pond Road
New Link	The Pond Road	The Chimneystack Road
New Link	The Chimneystack Road	Steeles Avenue West

[1] The extension of Morningside Avenue from the point shown on Schedule "C" (of the former Scarborough Official Plan) up to Steeles Avenue as a 36 metre arterial road with reversed lots or other restricted access is intended to be completed in a location to be determined by an Environmental Assessment pursuant to the *Environmental Assessment Act*. The Environmental Assessment process will determine the alignment of Morningside Avenue to Steeles Avenue and the location of the intersection with Steeles Avenue. The Environmental Assessment will be conducted in consultation with all interested parties including adjacent municipalities.

The alternative alignments to be considered in the Environmental Assessment include potential alignments on both the west and east sides of the C.P.R. Havelock Subdivision rail right-of-way. Reference should be made to the Transportation policies of the Morningside Heights Secondary Plan for further detail. Should the Environmental Assessment not be submitted for approval by December 31, 2005 or if Terms-of-Reference for the Environmental Assessment have not been submitted for approval by December 31, 2004, the extension of Morningside Avenue to Steeles Avenue may instead be completed through the subdivision approval process. Development proposals within the area potentially affected by this Environmental Assessment may proceed in advance of the Environmental Assessment only if they can demonstrate that they would not compromise potential alternative alignments for Morningside Avenue.

[2] Refer to Map 2 of 2 in Site & Area Specific Policy No. 296 for general location of the planned but unbuilt new roads.

[3] Refer to Site and Area Specific Policy No. 324 for the general location of the planned but unbuilt roads.

APPLICATION REQUIREMENTS

	Official Plan	Zoning By-Law	Plan of Subdivision	Plan of Condominium	Consent to Server	Site Plan Control Approval
REQUIREMENTS of the *CITY OF TORONTO ACT, PLANNING ACT* and/or Regulations	•	•	•	•	•	
ADDITIONAL REQUIREMENTS of the OFFICIAL PLAN *In addition to the prescribed requirements of the Planning Act, the following non-prescribed information will also be required to evaluate a planning application, unless it is determined that certain studies, plans, drawings and reports are not applicable.* *Provision of the additional information indicated under the Official Plan, Zoning By-law, Plan of Subdivision, Plan of Condominium and Consent to Sever headings is mandatory under the Planning Act and this Official Plan.* *Provision of the additional information indicated under the Site Plan Control Approval heading is not mandatory but may be requested by the City in order to enable a site plan control application to be evaluated.*						
Completed Application Form – *including Permission to Reproduce and Provision of Requisite Copies. Applicants are required to (a) grant the City permission to reproduce, in whole or in part, any document submitted as part of a complete application for internal use, inclusion in staff reports or distribution to the public for the purpose of application review, and (b) provide a reasonable number of copies of any such document, or parts thereof, in paper and/or electronic form, to the City for internal use and distribution to the public for the purpose of application review.*	•	•	•	•	•	•
Boundary Survey – *showing and quantifying the area(s) of all land parcel(s) relevant to the development proposal.*	•	•	•	•	•	•
Appropriate Plans and Drawings	•	•	•	•	•	•
Planning Rationale – *containing a description of pre-application consultation, including any community outreach, public meeting(s) and interested persons contact list created by the applicant in accordance with City standards.*	•	•	•	•	•	
Avenue Segment Review – *when required by the provisions of Section 2.2.3.*	•	•				
Topographical Survey – *showing the area(s) of all land parcel(s) relevant to the development proposal.*	•	•	•	•	•	•
Building Mass Model – *physical or computer generated.*	•	•				•
Pedestrian Level Wind Study – *for buildings over six storeys/20 metres in height.*		•				•
Sun/Shadow Study – *for buildings over six storeys/20 metres in height.*		•				•
Architectural Control Guidelines – *when warranted by the scale or nature of the proposed development.*		•	•			•

SCHEDULE 3

	Official Plan	Zoning By-Law	Plan of Subdivision	Plan of Condominium	Consent to Sever	Site Plan Control Approval
Urban Design Guidelines – *when warranted by the scale or nature of the proposed development.*		•	•			•
Community Services/Facilities Study – *for large development proposals.*	•	•	•			
Housing Issues Report – *for applications that seek to demolish existing rental properties, intensify existing rental sites, convert existing rental housing to condominiums or that propose residential development in excess of five hectares.*	•	•		•		
Contaminated Site Assessment – *if any portion of a property is to be conveyed to the City (e.g., parks, roads or lanes).*	•	•	•		•	•
Natural Heritage Impact Study – *if the proposed development is likely to have impacts on the Natural Heritage System shown on Map 9.*	•	•	•		•	•
Environmental Impact Study – *if the proposed development is likely to have impacts on aspects of the environment not adequately assessed in the Natural Heritage Impact Study.*	•	•	•			•
Archaeological Assessment – *for properties in the City's database of lands containing archaeological potential.*	•	•	•		•	•
Heritage Impact Statement/Conservation Strategy – *for properties in the City's Inventory of Heritage Properties, whether listed or designated, or adjacent properties where new development could have an impact on a heritage property.*		•	•		•	•
Arborist Tree Preservation Report		•	•	•	•	•
Green Development Standards Checklist		•	•	•		•
Accessibility Design Standards Checklist			•	•		•
Noise Impact Study		•	•		•	•
Vibration Study		•	•		•	•
Geotechnical Study – *hydrological review to be included where warranted.*		•	•		•	•
Servicing and Stormwater Management Report(s)		•	•	•	•	•
Transportation Impact Study	•	•	•			•
Parking Study – *when proposal does not comply with City by-law standards.*		•		•	•	•
Loading Study – *when proposal does not comply with City by-law standards.*		•			•	•
Traffic Operations Assessment – *when warranted by the scale or nature of the proposed development.*		•	•			•
Draft Amendments	•	•				